The Bombay Gazette.

No. 7,314.—New Series. BOMBAY :—SATURDAY, AUGUST 21, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town .....Rs. 52 0
" including postage..... " 72 0
For half-year in advance, delivered in Town ..... " 28 0
" including postage..... " 38 0
For three months' advance, delivered in Town ... " 16 0
" including postage..... " 21 0
For one month, delivered in Town ..... " 6 0
" including postage..... " 7 12
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TERMS FOR ADVERTISEMENTS.

Ten lines and under
First insertion.....Rs. 5 0
Second Ditto ..... " 2 8
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Fourth and succeeding insertions ..... " 0 2½ As.
per line, but no Advertisement counted to be less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per line.
Second Ditto ..... 4½ " "
Third and succeeding ..... 2½ " "
In the Native Languages, double the above.
Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

The British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship Burmah, 1,025 Tons, 200 H. P., Commander Lewis, will be despatched on Tuesday, the 31st August, at noon.

Leave Bombay	August.	Leave Negapatam	September.
Carwar	2	Pondicherry	11
Mangalore	3	Manapar	13
Cannanore	4	Coconada	15
Calicut	4	Vizagapatam	16
Beypore	4	Bimlipatam	16
Cochin	5	Gopalpore	17
Tuticorin	6	False Point	18
Colombo	7	Arrives Calcutta	19
Galle	8		

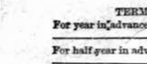
This route is the most expeditious and economical for passengers for the Neilgherris district, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail. Passengers for Calcutta can take the same route picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)



The British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Lingo, Bushire, Fao, and Bussorah.

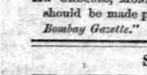
The steam-ship Euphrates, 650 tons, 120 H. P., Commander J. C. Sharp, will be despatched on Saturday, the 21st instant, at 4 P.M.

Up.	Aug.	Down.	Sept.
Leave Bombay	21	Leave Bussorah	10
" Gundur	25	" Fao	10
" Muscat	29	" Bushire	12
" Bunder Abbas	31	" Lingo	14
	Sept.	" Bunder Abbas	16
" Lingo	1	" Muscat	18
" Bushire	4	" Gundur	20
" Fao	5	" Kurrachee	22
Arrive Bussorah	6	Arrive Bombay	25

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



The British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every Saturday at 4 P. M.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION TO THE MALABAR COAST.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), will despatch the Steam Ship MARTABAN, 545 tons, 110 H. P., Commander W. A. Hibbert, to Cochin, on TUESDAY, the 7th September, at noon, calling at the undermentioned Ports, viz.,

Down Steamers.		Up Steamers.	
Leave Bombay—Tuesday.		Leave Cochin—Tuesday.	
" Rutnagherry—Wnesday.		" Beypore—Wednesday.	
" Malwan "		" Calicut "	
" Vingorla "		" Tellicherry—Thursday.	
" Goa—Thursday		" Cannanore "	
" Carwar "		" Mangalore—Friday.	
" Coompta "		" Coompta—Saturday.	
" Mangalore—Friday.		" Carwar "	
" Cannanore—Saturday.		" Goa "	
" Tellicherry "		" Vingorla—Sunday.	
" Calicut "		" Malwan "	
" Beypore "		" Rutnagherry—Monday.	
Arrive Cochin—Sunday.		Arrive Bombay—Tuesday.	

For freight and passage apply to

W. NICOL & Co., Agents.

NOTICE.—Consignees of Cargo per Ship PANDORA, arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Ship Pandora.

Bombay, 13th August, 1869.

NOTICES.

TWENTY-SEVENTH EDITION.

ROGET'S THESAURUS of English Words and Phrases, classified and arranged so as to facilitate the expression of Ideas and assist in Composition.

Rs. 6-12, free by post Rs. 7-8.

THACKER, VINING, & Co.

WENHAM LAKE ICE COMPANY,
No. 9, MARINE STREET.

WE beg to call particular attention to the following announcement :—

1st. The ice-stock of Ice stored up at present, Three Thousand and five hundred Tons.

2nd. Shipments on the way.

Name of Vessel.	Date of Sailing.	Tons Shipped.
Saint Albans	July 10th	1483

3rd. Prices of Ice.—As regards the price of Ice, we are not bound to any particular tariff. Large buyers will always have an advantage over small ones. Steam Ship Companies, Transports, out-station Ice Depots, will find it to their advantage to communicate with us.

4th. Advantages offered to regular constituents or Book Customers.—Wenham Lake Passe Books, which are a great convenience, and serve to incure against fraud. book customers as well as regular out-station constituents have a great advantage. Even if no supplies of Ice at all times at not above one anna per pound, or at less than an anna if our tariff is temporarily lowered. There is often a scarcity of Ice in Bombay. In times of scarcity, if we have a region to supply from, we shall not be sufficient for the entire public, we shall only sell (except in cases where Ice is required for illness) to our book customers here and at out-stations. Even if we had sufficient supplies of Ice for all consumers here and at out-stations, we should feel justified in raising our price to all save book customers.

With a safe supply of Ice at present, even if one or more vessels are lost at sea, and with the advantages we offer regular book customers here and at out-stations, Steam Ship Companies, Transports, &c., we trust the Wenham Lake Ice Company will meet with a continuance of the public patronage which has been given to it since its inauguration, and which we are most happy to say has daily increased.

FARNHAM & Co.

KEROSINE OIL STREET LIGHTING.—It is now some two years or more since we first called the attention of Municipalities and the Public to the great advantages Kerosine Oil offered to any oil extant or gas for street lighting, or for any out-door lighting where a lamp is required that neither wind nor rain affects, for for lighting Railway Stations, Factories, Verandahs, &c., &c. The demand for oil lamps has steadily increased from month to month, and frequently we have not had sufficient in Bombay to meet indents on us. We are now, however, in a position to meet all demands for these lamps, having in Godown at present a large stock of Victoria and Washington Street Lamps, as also a stock of the internal parts of Kerosine Lamps, which can be used in any ordinary street lantern. We have on the way consignments of the same kind of lamps, also consignements of their "internal parts."

The advantages of our Lamps for Street, Railway, Garden, and Verandah lighting, &c , are enhanced—

1st. By their cheapness. There is no lamp offered for sale in India that is so cheap; and we make the most liberal discount to large buyers.

2nd. The cheapness of Kerosine Oil. It is cheaper than Cocoanut or Castor Oil, and is, of course, very much cheaper than gas.

FARNHAM & Co.

TOBACCO.—We beg to call special attention to our stock of Tobacco in hand at present; we have in our Godowns ample supplies for Golden Orange Honey Dew, ½ lb. long Tobacco.

We have also large supplies of Virginia Plum, ½ lbs., Nation's Pride ½ lbs., Braggs ½ lbs.

Prices of Tobacco.—We beg to call particular attention to—

Golden Orange Honey Dew,			
1 to 5 lbs.	Rs. 1 8	per lb. ; 20 lb. boxes	Rs. 20 only.
Virginia Plum, 1 to 5 lbs.	1 0	"	15 "
Braggs', 1 to 5 lbs....	0 12	"	12 "
Nation's Pride, 1 to 5 lbs.	0 12	"	12 "

In addition to the foregoing, we have a small quantity of Natural Leaf Tobacco at Rs. 2 per lb.

FARNHAM & Co.

SUNDRY ARTICLES of American Import for Sale at our Godowns, or at the Wenham Lake Ice delivery room, No. 9 Marine Street.

300 Ash oars 9 to 18 feet long.
100 barrels Navy Bread, 9,703 lbs. ..... Rs. 18 per cwt.
Platform Scales, weighing 1, 2 to 10 cwt. ..... " 100 each.
Do. 800 " ..... " 90 "
Do. 400 " ..... " 80 "
Vibrating Axle Scale ..... " 250 "
American Union Scales ..... " 30 "
Cheap Tea Scales, 8 lbs. ..... " 12 "
Do. 4 " ..... " 8 "
Tool-office Scales, 2 lbs. ..... " 8 "
Preserved Lobsters, 1 lb. tins ..... " 6 per doz
Do. Oysters, " ..... " 6 "
Do. Tomatoes, " ..... " 6 "
Condensed Milk. ..... " 12 "
Fresh Butter, 5 lb. jars ..... " 4 each.
American Cheese ..... " 1 per lb.

FARNHAM & Co.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £53, 2nd class £34. } of Wines.

Steamers will leave Bombay every four weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The s. s. MAGDALA, 2,200 Tons, Captain Thomson, will be despatched on WEDNESDAY, the 15th September.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

4 Dozen Silk and Wool Shirts.	1 Rug with Straps,
2 " Under Vests.	1 Maud.
2 " Linen Collars,	1 Inverness Cape.
1 " Fine Cotton Socks.	1 Hand Portmanteau.
1 " Fine Merino Socks.	2 Overland Trunks.
1 " Fine Merino Drawers.	1 Clothes Bag.
1 " Colored Handkerchiefs.	1 Travelling Hat.
1 " White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
2 Pairs of Kid Gloves.	1 Pair of Brushes.
6 Scarfs and Ties.	Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

EUROPEAN ASSURANCE SOCIETY.

REPORT OF THE DIRECTORS FOR THE YEAR 1868 TO THE ORDINARY GENERAL MEETING OF SHAREHOLDERS, AT THE CHIEF OFFICES OF THE SOCIETY, 17, Waterloo Place, Pall Mall, London, THURSDAY, THE 14TH DAY OF MAY, 1869.

The Directors have the pleasure of presenting to the Proprietors a report of the transactions of the Society for the year ending December 31st, 1868.

THE PREMIUMS ON THE NEW LIFE AND GUARANTEE POLICIES OF THE YEAR AMOUNT TO

£40,676 10s. 11d.,

Against £40,271 10s. of the previous year; showing that, notwithstanding the discontinuance of business in the United States and Canada, the amount of New Business has not only been maintained, but that a small increase has been made.

THE GROSS AMOUNT RECEIVED IN PREMIUMS DURING THE YEAR, WAS

£338,298 11s. 10d.

THE LIFE AND GUARANTEE CLAIMS PAID DURING THE YEAR WERE, INCLUDING BONUS ADDITIONS,

£257,147 10s. 7d.

The amount of this item in last year's Report was £238,051 15s. 11d. Of this, however, £20,765 6s. 10d. were for Fire Losses, and that branch of business having been discontinued, the claims in the present Report are on Life and Guarantee Policies only. Compared with the previous year, these claims are £39,861 5s. 6d. in excess, and this excess is for the most part on the Life Policies. There is no reason, however, for anticipating a continuance of this excessive mortality, as by comparing the claims passed by the Board in the first sixteen weeks of 1868 with the first sixteen weeks of 1869, it appears that the claims in the latter period are £13,223—or, at the rate of about £40,000 per annum—less than reported for 1868. Nor has this excess of mortality arisen out of the average Policies of the Society, for it has been found that out of all the Life Policies which have become claims during the year, nearly half have been on lives upwards of sixty years of ago.

THE GROSS REVENUE FROM ALL SOURCES, DURING THE YEAR, AMOUNTS TO

£368,502 19s. 6d.

Vacancies in the Direction having occurred by the death of John Hedgings, Esq., and by the retirement of Thomas Carlyle Hayward, Esq. (whose frequent and necessary absence from town would prevent his attendance), and General Sir George Pollock, G.C.B., G.C.S.I. (who through illness and advanced age became unable to continue his duties). the Directors elected Edward Hamilton Anson, Esq., Admiral Sir George Lambert, G.C.B., and Lord George Gordon Lennox, M.P., which elections they now recommend the Shareholders to confirm.

In accordance with the provisions of the Deed of Settlement, the following Directors—General Sir Frederic Smith, K.H., F.R.S., Admiral Michael Quin, Robert Crawford, Esq., and James Fuenell, Esq.,—retire and offer themselves for re-election.

John Parker, Esq., Auditor, also retires from office by rotation, and offers himself for re-election.

The Society's Foreign and Colonial Branches exhibit satisfactory progress; and arrangements have been lately made calculated to increase greatly their New Business.

It will be remembered that at the last General Meeting the Shareholders passed the following Resolution :—

"That it be remitted to the Board of Directors to make such arrangements as may enable them on or discontinuing the Society's Business in the United States of America and Canada as they may consider advisable."

The Directors, in the exercise of this discretionary power, determined, therefore, to discontinue the business and to take the necessary steps for closing up the Branches of the Society in those countries; and the Agencies there will only be continued so long as is necessary for the interest of the Assured and the Society. The Directors desire to express their most cordial thanks to the Insurance Department of the United States Government for the great courtesy and assistance they received in carrying out these arrangements.

FREDERIC SMITH, Chairman.

Full Reports of the Meeting of Shareholders may be obtained on application at the Society's Offices in Calcutta and Bombay, or from any of its Agents.

EUROPEAN ASSURANCE SOCIETY.—SPECIAL NOTICE.—The above Society issues Policies of Assurance on the lives of Naval and Military Officers, when not at present engaged in active service, at the same rates of premium as are charged to Civilians.

APOLLO PRESS COMPANY (Limited).—NOTICE is hereby given, that the FOURTH ORDINARY GENERAL MEETING of this Company will be held at the Registered Office of the Company, Elphinstone Circle, on TUESDAY, the 31st instant, at 3½ o'clock P.M., to transact the following business :—

I. To receive the Directors' Report and Statement of Accounts for the year ending 31st July last.

II. To appoint a Director in the place of Mr. Sorabjee Nowrojee Wadia, who retires by rotation.

III. To appoint Auditors for the ensuing year, and to fix their remuneration.

The Transfer Books will be closed from the 20th instant until after the Meeting.

REMINGTON & Co.,
Secretaries and Treasurers.

Bombay, 19th August, 1869.

Demy 8vo. Price 18s.,

A GENERAL VIEW of the CRIMINAL LAW of ENGLAND. By James FitzJames Stephen, Member of Council of India.

Macmillan & Co., London.

SELLING OFF.

List of Table Ornaments.

A pair—Venus coming out of a shell, Alabaster—on stands of marble, five feet high	Rs. 200	0
Ditto Centre Pieces, Basins held up by Swans with outspread wings—Marble	90	0
Ditto Candle Sticks—Marble	5	0
Ditto Vases—Alabaster	15	0
Ditto Mother with two Children—Alabaster	45	0
Marble Axe, on stand	15	0
Venus Anisting in a Chair	75	0
Figure of a Lady with Goat by her side	25	0
Ivy Angel, on stand, with outspread Wings	90	0
An ornamental Table Jug, Gold and Red	20	0
A large Centre Piece—Marble	30	0
A Wafer Stand	2	0
A large Marble Basket, with cover	10	0
A small do. do.	6	0
A group of Dogs, on stand—Marble	10	0
Venus and Cupid—Alabaster, on stand	20	0
A pair of Plates—Marble	2	0
Figure of Tiger, on stand—Marble	35	0
Ditto Lion "	35	0
Figure of Faith, Hope, and Charity—Alabaster, on stand...	50	0

MISCELLANEOUS.

Gentleman's Office Cabinet, of sizes	25	0
Flutes, by Boosey and Son, London	10	0
Quoits, per set	12	0
Steel Pens, per bundle	5	0
Pewter Ink Stands, each from	3	0
Writing Desks, Ladies' and Gentlemen's complete	25	0
Hamburgunny Coffee, 1 lb. in a bag, per bag	3	8
Photographs, of H. M. the Queen, principal men of Europe, of Actresses, &c., each	0	12
Playing Cards, De La Rue's best, from Rs. 1 to, per pack.	3	0
Sealing Wax, De La Rue's best, per lb.	2	8
Mourning Stationery, per packet	2	8
Ditto 100 Envelopes	2	0
Ink, Stephenson's Blue-Black Writing Fluid, per pint	0	12
Do. do. Blue and Red Ink, in bottles of 1 sizes		
Blank Books, of sizes, ½ d and full Bound		
Ledgers, Cash Books, and Day-Books		
Patent Spring Ink Bottles from, Rs. 2 each to	3	0
Tracing Cloth, of 7 different widths, per yard	1	8
Steel Pens, Mitchell's Correspondence Pens, per box.....	1	0
Do. Do. " and "E" " "	1	4
Lead Pencils, of all descriptions, per dozen	1	8
Letter Clips, Compass, Penzile, Knife, and Rubber, complete, per case	2	4
Cricket Bats	3	0
Cricket Balls ..... each	2	8
Scents for all kinds, per bottle	1	4
Toilet Vinegar, per bottle	1	0
Hard Masters, each	4	8
Measuring Tapes of all kinds, each	1	0
Dram Flasks, each	3	0
Penknives, with two, three, & four blades, Ivory handle ..	3	0
Faber's Ink and Pencil Erasers, each	0	8
Mappin's best Cutlery, per set	40	0
Porcelain Slates, each	2	0
A Despatch Box	33	0
Draught Boards, with Men, complete	6	0

N. B.—A liberal discount allowed on all Cash purchases.

CHESSON & WOODHALL.

Bombay and Poona, 18th August, 1869.

NEW ADVERTISEMENTS.

OVERLAND CARGO.—The s. s. BARODA has brought the CARGOES of the following Vessels :—

ACCELERATED CARGO Ex
s. s. MILAN, from Liverpool, 30th May.
" ISTRIAN, from Liverpool, 18th July.
" BANGALORE, from Southampton, 24th July.
" RIPON, from Marseilles, 1st August.

UNACCELERATED CARGO Ex
s. s. DELTA, from Southampton, 17th July.
" POONA, from Marseilles, 25th July.

H. S. BOSTOCK,
Acting Superintendent P. & O. Company.

Bombay, 20th August, 1869.

NOTICE.—ALL PERSONS having any CLAIMS on the ESTATE of the late Captain B. J. BONNOR, R.A., are requested to send them to me for adjustment without delay.

H. L. ELLABY, Captain R. A.,
President of Committee of Adjustment.

Deolalee, 19th August, 1869.

AUCTION SALE of HOUSEHOLD FURNITURE, PLATED, GLASS and CROCKERY WARES, &c. &c., at PILOT STATION, UPPER COLABA.—On FRIDAY, the 27th instant, Messrs. BOMANJEE DOSSABHOY & Co. will sell by Public Auction, at his residence, at the abovementioned place, the Household Furniture, Plated, Glass, and Crockery Wares, &c. &c., the property of D. S. Irvin, Esq., proceeded to Europe.

No Catalogues. Full particulars will be given in future advertisement.

BOMANJEE DOSSABHOY & Co.

Bombay, 20th August, 1869.

NOTICES.

NOTICE.—Mr. JOHN H. WILLY, Professor of Music, having given great satisfaction by his former engagement of Artistes, has been induced to get out direct from London FIFTEEN FIRMEN equal or even greater CELEBRITY for the COMING SEASON, due notice of which will be given. Mr. Willy has one advantage—his Father being one of the principal Violinists and Leaders in London. Parties engaging the concert of Mr. Willy may be depended upon as being legitimate and good.

6 Clare Road, Byculla.

NOTICE.—The undermentioned Banks will be closed on FRIDAY and SATURDAY, the 20th and 21st August, for the ANNUAL HOLIDAY :—

For the Oriental Bank Corporation,
J. F. MOIR, Agent.
For the Chartered Mercantile Bank of I. L. and China,
ROBT. CAMPBELL, Agent.
For the Chartered Bank of India, Australia, and China,
JAMES DOUGLAS, Agent.
For the Comptoir D'Escompte de Paris,
C. FOURNEL, for Manager.
For the National Bank of India (Limited),
EDWARD MORRISS, Manager.
For the Hongkong and Shanghai Banking Corporation,
R. STEVENSON, Agent.

Bombay, 12th August, 1869.

GREAT INDIAN PENINSULA RAILWAY.

COCOANUT HOLIDAYS.

For the convenience of Passengers to POONA during the ensuing Holidays, a SPECIAL TRAIN will be run from Poona and Kirkee to Byculla and Bombay on MONDAY, the 23rd instant, leaving Poona at 5 A.M., and arriving in Bombay at 10-45 A.M. The Train will be run as under :—

	A. M.
Poona Departure	5 0
Kirkee "	10 12
Byculla arrival	10 24
Bombay "	10 45

Cheap Return Tickets will be issued from Bombay and Byculla by the Train leaving Bombay at 2-20 P.M. on THURSDAY, 19th, or by either of the ordinary Trains on FRIDAY and SATURDAY, 20th and 21st, available for return by the Special from Poona or Kirkee at 5 A.M. on Monday, the 23rd.

Fares to Poona and Back.

First Class	Rs. 17
Second "	" 9

HENRY CONDER,
General Traffic Manager.

Bombay, 14th August, 1869.

FRASER and MILLER, Engineers, Boiler Makers, General and Ship Smiths, Iron and Brass Founders, Carnac Iron Works, Bombay, Manufacturers of Iron Girders, Tanks, &c.

Estimates given for all kinds of Iron Work.

F. and M. are in a position to execute orders from England on very favourable terms.

Bombay, 16th July, 1869.

ROSSELET and Co.
Established 1858.
WATCHMAKERS, JEWELLERS, AND ENGRAVERS.
6, Meadow Street,
Importers of English and Foreign Watches and Jewellery of all kinds.

Sole Agents in India for Patek, Benoit, and Courvoisier Brothers' Watches.

Always on hand a large stock of Gold and Silver Watch of all descriptions, sizes, and prices, Railway Time-keepers, (Keyless), Repeaters, and Soldiers' Watches.

Guarantee given with every Watch.

A beautiful assortment of made Jewellery, Silver and Plated Ware.

American, French, and English Clocks in great variety.

Repairs of all kinds carefully executed. Orders from up-country stations punctually attended to, if accompanied with a remittance.

ROSSELET & Co.

THE DIVAN EXCHANGE
5, Apollo Street.

This useful Institution,
The first of its kind,
Needs no recommendation.
To the Public mind ;

FOR HERE.

Good Digestion waits on Appetite, and Billiards (Companion to Health) on both.

"You can't gild refined gold or paint the lily."—Shakespeare, to any other man.

THE POONA HOTEL.
(Close to the Poona Boating Club.)
BY JEWANJEE & Co., PROPRIETORS OF BYCULLA HOTEL.

JEWANJEE & Co. have the pleasure to intimate to the Gentry of Bombay and Poona that the above Hotel has now been OPENED, and is already being largely patronised.

The Hotel is pleasantly situated near the Bund, the Compound running down to the River's edge. The Hotel is close to the Poona Boating Club's premises, and the crews practise in front of the Hotel. It is a spacious, commodious, new building, and has been fitted up in a style, regardless of expense, so that the comforts of Visitors may be ensured.

JEWANJEE & Co.

Poona, 1st July, 1869.

THE ROYAL FAMILY HOTEL,
A Large and Commodious Upper-storied Hotel.
OPPOSITE THE RAILWAY STATION AT POONA.

A most comfortable Residence, with Upper-Storey for Visitors as well as for Permanent Residents in the Capital of the Deccan on English Principles.

THE ROYAL FAMILY HOTEL.—The Proprietor begs to inform the Public of Poona and Out-stations, that his Hotel, which was under construction for an Upper-Storey, to meet the demands of Visitors at Poona, as well as for the comforts of the Occupants, is now completed, and has been RE-OPENED from this day.

THE ROYAL FAMILY HOTEL, which has been Established since 1867, it situated in the very centre of the Station, and opposite the Railway Station. The Proprietor having made extensive repairs and improvements, by adding an Upper-Story, the comfort of Visitors is greatly enhanced. The Rooms, which are well furnished, are airy, and command an extensive prospect. The Hotel is under the immediate Superintendence of the Proprietor, and no efforts will be spared to give satisfaction, both in regard to the supplies of the Table, attendance, and general cleanliness of the Establishment. Beers and Wines of the best quality, and none other will be admitted, will be supplied at moderate rates, and every exertion will be made to render Visitors comfortable. Carriages, with good horse on hire, can be obtained on the premises.

DORABJEE SORABJEE,
Proprietor, Royal Family Hotel.

Poona, 10th June, 1869.

MEDICINE CHESTS.—D. S. KEMP & Co.'s Chests are unsurpassed in completeness, compactness and convenience by those of any other makers or dealers in England or India. References can be given to numerous purchasers, who have expressed their liveliest satisfaction at the excellence of the Medicine Chests sold to them.

They are all made by the best English workmen, and are fitted and furnished with the most minute attention by D. S. K. & Co

There is hardly a station in this presidency where one of these Chests is not to be found, and D. S. K. & Co would take the liberty of referring to any one whom they have supplied for an opinion as to his purchase.

It need scarcely be stated that a Medicine Chest has now become a necessity to every European in this country; the climate being such that all ought to familiarize themselves with the use of such simple remedies as are required to avoid serious indisposition.

To all large employers of labour a small portable dispensary is essential. D. S. K. & Co. prepare, and furnish such dispensaries, with numerous special remedies such as Fever mixture, Cholera mixture, &c., of the efficacy of which they are well assured; and with books of instruction adapted to them.

For the smaller Chests D. S. Kemp's "Companion" is remarkably useful.

D. S. K. & Co. have twenty regular patterns on their list, descriptions of all of which will be furnished on application. Numerous other Chests are also on hand and will be described if suited to the wants of the enquirer.

Bombay. D. S. KEMP & Co.

KEMP'S LIQUOR CHIRETTINÆ, or SOLUTION of SACCHARO-CHIRETTINE.—Containing in a purified and concentrated form the medicinal principles of the herb Chiretta. A Tonic and Febrifuge of great power, remarkably beneficial in all cases of muscular and nervous debility and of functional derangement, whether arising from long residence in a Tropical climate or from severe illness.

PREPARED ENTIRELY WITHOUT THE USE OF HEAT.

AND ONLY BY

D. S. KEMP & Co.,

PHARMACEUTICAL CHEMISTS, BOMBAY & POONA.

Rs. 2-8 and Rs. 4 per bottle.

INFALLIBLE REMEDY
FOR
INDIAN RINGWORM OR DHABUR.
(See "Times of India," 9th September 18..).
GOA POWDER.
MENTIONED IN THE NEW INDIAN PHARMACOPŒA,
(but with an erroneous reference as to its composition.)

No medicine has done more to assuage suffering in this country; all classes, European and Native, can now testify to its value.

Goa Powder	12 as. per phial.
Solution of Goa Powder (Liquor Acido Salicylicus).....	12 as. "

A liberal discount to the trade and to charitable institutions.

Bombay, 30th January 1869. D. S. KEMP & Co.

NOTICES.

NOTICE.—Mr. SAMUEL GILES has been admitted a PARTNER in the FIRM of Messrs. TYABJEE FRERES, Havre, from the 1st instant.

S. TYABJEE & Co.

Bombay, 16th August, 1869.

NOTICE.—All persons INDEBTED to, or having CLAIMS against, the Estate of the late Rev. MAURICE W. HIME, B.A., Chaplain of Jhansie, are requested to communicate with the President of the Committee of Adjustment within one month from this date.

J. B. HARDY, Major, Royal Artillery,
President Committee of Adjustment.

Jhansie, 15th August, 1869.

SALE of LAND at CARWAR.—NOTICE is hereby given, that EIGHT BUILDING SITES, each measuring 80 feet by 80 feet, situated in the plot of ground known as "The Ten Acres," in the Town of Carwar, will be sold by Public Auction at the Collector's Cutchery at Carwar, on WEDNESDAY, the 1st of September next.

The terms and conditions of sale, as also plan of the ground, may be seen at the Superintendent's Office, Carwar.

F. SHEPPARD,
Acting Collector Canara, and President Carwar Municipality.

Carwar, 16th August, 1869.

NOTICE.—The undersigned have this day commenced business here as SAIL MAKERS, Ship Riggers, Ship Carpenters, Caulkers, Painters, Boat Builders, Repairers, and General Contractors.

They will also undertake to supply Batta Lascars, Carpenters, Sailmakers, Riggers, Caulkers, Painters, &c., for jobbing work.

Full particulars can be ascertained on application to their office.

DE CRUZ, DE SILVA, & Co.,
General Contractors.

Office, Bombay Green, opposite the New Bank of Bombay.

THE PRINCE of WALES PRESS COMPANY, Limited,—NOTICE is hereby given, that a DIVIDEND of Rs. 350 per share for the half-year ending 30th June, 1869, will be PAYABLE on and after WEDNESDAY, the 11th instant, to the Shareholders in the Company, on the Register on the 30th June last, on production of Share Certificates, at the office of the undersigned.

By order of the Directors,
SIR CHARLES FORBES & Co.,
Secretaries and Treasurers.

Bombay, 6th August, 1869.

BOMBAY OMNIBUS and GEERNAL CONVEYANCE COMPANY,
Khetwady, No. 11.

Elegant and comfortable BROUGHAMS, Shigrams, Phaetons, Dogcarts, Sociables, Hansoms, Buggies, &c., with or without Horses, may be HIRED at the premises, at a moderate charge.

CARRIAGES BUILT or REPAIRED under the personal superintendence of Mr. BURDETT.

The JOBBING and SHOEING DEPARTMENT is under the supervision of a skilful Farrier, who has had fifteen years' experience in a Madras Cavalry Regiment.

All orders for Horses or Conveyances will be received at the Company's Premises, Khetwady, by Mr. Johnston, Manager; or at No. 40, Meadow Street, Fort; and will be promptly attended to.

NOTICE is hereby given, that the ORDINARY GENERAL MEETING of the COLABA PRESS COMPANY (Limited) will be held, at the Registered Office of the Company, Elphinstone Circle, on FRIDAY, the 27th day of August, 1869, at 3 o'clock P.M., to transact the following business :—

1st. To receive the Directors' Report and Statement of Accounts to 30th June, 1869, and to sanction the declaration of a Dividend.

2nd. To appoint two Directors in the place of those who retire by rotation.

3rd. To appoint an Auditor for the ensuing year and to fix his remuneration; and to consider any other business that may be brought before the Meeting.

By order of the Board of Directors,
For the London, Asiatic, and American Company (Limited),
CHARLES E. BENN, Joint Manager,
Secretaries.

P. S.—The TRANSFER BOOKS will be CLOSED from this date to 31st instant.

BOMBAY PHILHARMONIC SOCIETY.

NOTICE TO PERFORMING MEMBERS.

The FIRST PRACTICE MEETING of the Society will be held in the TOWN HALL, on THURSDAY, 2nd September, at a quarter past 5 P.M., and will last for about one hour.

The Music for practice will be shortly announced.

The Committee have made arrangements for a Musical Director for the Season.

The Committee trust that both Ladies and Gentlemen will assist in promoting the success of the Society by attending regularly at the Practices.

The dates decided upon for future Practice Meetings will be duly advertised.

A. WAKE,
H. S. BOSTOCK, } Joint Honorary Secretaries.

TO CONTRACTORS.—Written TENDERS will be received by the undersigned, up to the 10th September, for DRESSING the RUBBLE STONE for the base of the Manora Breakwater during the ensuing fair season, to the extent of 50,000 tons.

The work is to be commenced on 1st October.

Copies of the conditions can be obtained on payment of One Rupee each, and any further information can be had from the undersigned.

W. H. PRICE, M. Inst. C. E.,
Superintendent Kurrachee Harbour Works.

Kurrachee Harbour Works Office, Manora, 13th August, 1869.

TENDERS will be received by the Superintendent of Marine up to THURSDAY, the 26th instant, at 1 o'clock P.M., from parties wishing to SUPPLY a STEAMER, not under 700 tons, for three months certain, or such further period as she may be required, for the purpose of assisting in carrying out the relief of Troops this season. Tenders should specify the rate per ton per month.

2. Ventilation to be laid and such Cabins, Fittings, &c., removed from the 'tween decks (as may be recommended by the Committee of Survey) and afterwards replaced solely at the expense of the owners.

3. Fittings, Coal, Water, and Provisions for the Troops will be provided by Government, but such Water Casks and Tanks as may belong to the Vessel should be made available for the reception of Water for the Troops, and the Tenders should specify to what extent this accommodation can be afforded.

4. The Vessel required to be docked, ballasted, and ready for final survey by the 18th proximo.

5. The Agent for Transports will furnish any further necessary information for parties tendering.

6. The Superintendent of Marine reserves to himself the right of declining any Tender without assigning cause for so doing.

By order of the Superintendent of Marine,
GEORGE INGLE, Secretary.

Superintendent's Office, Bombay, 19th August, 1869.

NOTICE.—SEALED TENDERS will be received up to 1 o'clock P.M., of MONDAY the 6th September next, for the supply of PROVISIONS, MARINE STORES, &c., to the Departments of the HARBOUR and PILOTAGE BOARD.

Tenders to be superscribed "Tenders for Provisions, &c."

Tenders will not be received after the hour named.

Tenders must be accompanied by a deposit of 10 per cent. in cash on the quantity tendered. A further de

COMMERCIAL INTELLIGENCE.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. value of sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	19 p.ct.	Agra Bank	par.
22,000	1,000	all	8 p.ct.	Bank of Bengal	1675
10,000	500	all	6 p.ct.	Ditto of Bombay New	590
16,000	500	100		Ditto 2nd Res. Issue	185
5,250	1,000	all	12 p.ct.	Ditto of Madras	1,620
30,000	250	all	6 p.ct.	Chartered Mercantile Bk. of L. L.& China	345
4,000	200	all	6 do.	Chartered Bk. of L. & C.	210
13,308	500	250	6 do.	Delhi and London	209
37,036	250	125	8 do.	National Bank of India	145
60,000	250	all	12 do.	Oriental Bank	475

LAND COMPANIES.

4,000	3,000	all	Rs. 65	Colaba Land Co.	1630
10,800	1,000	all	Rs. 30	Elph'st'ne Land.	900
10,800	1,000	600	11-14	Do. New	640
8,000	150	all	Nil	Prore Land & Pier Co. Ld.	200
2,000	5,000	4,100	Nil	Mazagon Land	1215
5,000	2,000	1,300	Nil	Port Canning	250

* For cash.

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	50	Albert Mills Co.	875
500	2,500	all	80	Alliance Spinning	1,725
100	5,500	all	...	Bombay	2,900
900	1,000	all	10 p.c.	Bombay United	790
800	500	all	12 p.c.	Broach Mills	265
200	5,000	all	...	Coorla Spinning	1,925
750	2,000	all	300	Great Eastern	1,500
2,500	1,000	all	50	Manockji Petit's	700
800	2,500	all	...	Oriental	1310
600	2,500	2,300	...	Royal	1,400

RAILWAY COMPANIES.

...	£29	18.3.0	5 p. c.	G. I. P. Railway Consolidated Stock	227
...	£20	196.8.8	do.	Do. New £20 shares	198
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1120
...	£18	196.5.1	do.	Do. New Shares	Par.

SHIPPING COMPANY.

560	5,000	3,500	1,300	Bombay Ship Co. 1,290

PRESS COMPANIES.

150	5,000	2,850	350p.	Akbar Cotton Press Co.	2,300
200	2,000	1,100	200p.	Albert Co. Kurrachee	900
250	3,000	850	300p.	Alexandra Press Co.	640
...	12,000	(10,000	400p.	Apollo Iron Press Co.	10,300
200	2,000	all	400p.	Bombay Press Co.	2,300
200	500	all	100p.	Do. New	580
500	1,800	all	100p.	Colaba Press Co.	11,400
350	2,000	all	...	East India Press Co	1,300
150	8,500	all	1000	Fort Press Co.	9,800
300	2,000	1,800	100p.	Framji Cowasji Press	1,325
200	6,000	all	625 p.	Hydraulic Press Co.	3,550
200	5,000	2,000	...	Kurrachee Press Co.	1,000
2,500	1,000	500	...	Mofus. Press & G. Co.	340
120	2,500	all	350	Prince of Wales Press	2,000
225	2,000	750	...	Victoria Press, Madras.	1,250
150	2,000	all	...	Timevelly Press Co.	1,700

(* Per share for the half-year.)

MISCELLANEOUS.

1,000	2,500	1,500	...	Bombay Burmah Trading Corporation	900
4,000	50	all	...	Mechanics' B'ld'g Co.	33
500	2,000	200	9	Kurrachee Landing and Shipping Company	190
2,000	500	all	Nil	Treschier & Co.	235

BANKS IN LIQUIDATION.

	Date of L'dation.		
500	30 Jan. '56	Bank of Bombay	55
25	13 ...	Do. China	5–5½
200	35 Sept. '67	B'bay Trdg & B'kg	6
200	40 Sept. '67	Brokers' Bank	15
250	... Mar. '66	Central Bank	6
...	... ...	East India Bank's..	15–16
200	10 Feb. '67	Indian Peninsula	6
200	63 May '67	Royal Bank	12
150	66 Apr. '67	Old Financial	8

COMPANIES IN LIQUIDATION.

5,200	1,750	Nov. '66	Back Bay Co.	400
43,500	2,400	...	B'bay & Bengal	18. 8.	1-0

RAILWAY RETURNS.

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic Week ending 15th August, 1869.

Open 872 Miles.	Rs. a. p.
Coaching	52,532 8 2
Merchandize	84,851 2 11
Electric Telegraph	1,119 4 0
Earth Trains	1,420 0 0
Total Rs.	1,39,922 15 1
Corresponding week last year open 874¼ Miles	1,45,270 12 8
Decrease	5,347 13 7

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY

Approximate Return of Traffic for the Week ending 14th August, 1869.

Open 308 Miles.	Rs. a. p
Coaching	28,682 7 2
Merchandize	25,166 14 6
Back Bay Earth Trains	727 8 0
Electric Telegraph	409 9 0
Total Rs.	55,985 6 6
Corresponding week in August, 1868.	
Open 306 Miles.	
Coaching	13,146 7 10
Merchandize	3,382 15 5
Electric Telegraph	382 8 0
Total Rs.	16,911 15 3
Increase	39,074 7 3

MILITARY.

ARRIVAL.—August 20.

Ashburner, Lieutenant Colonel, Unattached, on leave, from Poona.

DEPARTURE.—August 20.

Ashburner, Lieutenant Colonel, Unattached, on leave, to Poona, (on the 23rd instant.)

POONA DIVISION ORDERS.

By Major-General the Honourable A. H. Gordon, C. B., Commanding P. D. A.

Poona, 18th August 1869.

The undermentioned officer has obtained leave :—

1-8th King's—Major Webb, for 60 days, from the 20th August 1869, on privilege leave.

ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Poona, 19th August, 1869.

The Commander-in-Chief is pleased to make the following appointment :—

The Staff Surgeon to have medical charge of the Lock Hospital, Poona, in addition to his other duties, and to have effect from 22nd July.

The following acting promotions in the Ordnance Department are made :—

Sub-Conductor John McIntosh to be Acting Conductor, and Sergeant Thomas Johnson to be Acting Sub-Conductor, from 1st July, in succession to Nairn, remanded.

SHIPPING.

DAILY FREIGHT REPORT—20TH AUGUST.)

London	Cotton	£1 12s. 0d. to £1 12 0 Nom. p.ton
	Cases	£1 15s. 0d. to £2 0s. 0d. ,,
	Seeds	£1 2s. 6d. to £1 5s. 0d. ,,
Liverpool	Iron Ships Cotton	£1 7s. 6d. to £1 10s. 0d. ,,
	Wooden Ships ,,	£1 0s. 0d. to £1 0s. 0d. ,,
	Myrabolns & Coir bdls	£0 10s. 0d. to £0 12s. 6d.
	Seeds	£0 17s. 6d. to £1 0s. 0d.
Havre	Cotton	£2 0s. 0d. Nominal.
	Coffee	Nominal
Overland	Steamers	£3 15s. 0d. to £4 0s. 0d.
China	Steamer Cotton	Rs. 10 per bale.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Nominal
Calcutta	Salt	Rs. 2 8 0 to 2 12 0 per ton.
Calcutta to Bombay		Rs. 13 to 14 and Calcutta Port Charges
Mauritius		8 annas per bag nominal.

ARRIVAL.

Aug	Vessel.	Commander.	From.
20	Baroda (s)	Parish	Suez, Aug. 8.

DEPARTURES.

Aug.	Vessel.	Commander.	Destination.
20	Tallula	White	Point de Galle.
	Roslin Castle	Davidson	Calcutta.
	Thomas Mitchell	Simpson	Moulmein.
	Behar (s)	Lockie	China.

CALCUTTA.

DEPARTURES.

Aug.			
15	Allum Ghier	...	...
	Lord Lyndhurst	...	...
	Bonnan Empire	...	...
	British Sovereign	...	...
	Argonaut	...	...
	Reine des Anges	...	...

MADRAS.

ARRIVAL.

Aug. 12 Backis Lutchmee.....Rowland .....Colombo.

INDO-EUROPEAN TELEGRAPH.

The following dates of private telegrams were received at the Bombay Telegraph Office during the 24 hours ending at 8 o'clock yesterday evening :—

United Kingdom, via Turkey, 17th and 18th August.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 19th to 8 P.M. of the 20th August is as follows :—

To Bombay	Max.	Min.
From Kurrachee	1 35	0 6
Calcutta	11 10	1 54
,, Madras	2 23	1 44

Communication between Bombay and Kurrachee perfect.

List of undelivered messages in Bombay Signal Office—

For Young, from Budden, London.

For G. Wyatt, from S. W. Wyatt, Calcutta.

COPPER-PLATE PRINTING, ENGRAVING, &c.—VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices. Specimens may be seen at the Office of the "Bombay Gazette" Press.

JOB PRINTING in all its BRANCHES.—Ornamental Printing in Colours and in Gold. Bills, Broadsides, Theatrical and Musical Programmes, Cards of all descriptions; Banking and Mercantile Ledgers, Memo. Heads, &c., &c.; Machine-ruling and Paging, and Bookbinding. Estimates forwarded on application to the Manager.

BOMBAY GAZETTE STEAM PRESS.

POSTAL NOTICES.

MAIL BETWEEN CALCUTTA, THE STRAITS, AND HONGKONG.

Under arrangements made with the owners of the Opium Steamers, which will ply monthly between Calcutta, the Straits, and Hongkong, these Steamers will in future be desired as Indian Mail Packet, and that Letters, Newspapers, and Packets of Newspapers, Books, or Patterns will be forwarded by them from Calcutta for the Straits and Hongkong under the same conditions, and at the same rates, as similar articles forwarded by British Mail Packets [Peninsular and Oriental Company]. This arrangement will commence with the first Opium Steamer which leaves Calcutta in April.

These Steamers leave Calcutta about 12 days more or less after each Government Opium Sale; the advertised dates of the Opium Sales for the current year (1869) being as follows :—

September 9th.	November 5th.
October 4th.	December 6th.

Mails for the United States of America, via Hongkong, can be forwarded by these Steamers at the same rates and under the same conditions as by British Packets.

The Opium Steamers proceed from Calcutta direct to the Straits and thence to Hongkong, and the time of transit from Calcutta to Hongkong is only about 15 days, that is about 7 days less than the time taken by the British Packets [Peninsular and Oriental Company], which proceed by the more circuitous route of Madras and Galle.

MAILS FOR MAURITIUS, THE CAPE, &c.

The Government of Mauritius having terminated their Contract with the Union Steam Ship Company for the conveyance of Mails between Ceylon and Mauritius, and between Mauritius and Natal, letters, &c., for Mauritius will, in future, be forwarded *via* Aden, to be thence conveyed by the French Mail Packets.

As the communication with the Cape of Good Hope and Natal is also thus cut off, all correspondence, addressed to those Colonies, will under instructions be sent in the Mail for London.

In consequence of the alteration of the dates of departure of the French Mail Packets from Aden to Mauritius, the Mails for Mauritius, Natal, and Reunion, will be forwarded on the following dates from Bombay to Aden, to be thence conveyed by the above-named Packets to destination:—

7th September.	6th November.
9th October.	4th December.

BOMBAY DIOCESAN BOARD OF EDUCATION, for promoting the Christian Education of European and Indo-European Children throughout the Presidency of Bombay.

MEMBERS OF THE BOARD.

Lord Bishop of Bombay, President *ex officio*.

Hon. Sir R. Couch.	Ven. Archdeacon Leigh Lye.
Hon. Mr. Justice Gibbs.	Rev. C. T. Wilson.
G. Forbes, Esq.	Rev. W. Maule.
C. E. Chapman, Esq.	Rev. C. F. H. Johnston.
A. T. Crawford, Esq.	Rev. T. K. Weatherhead.
A. R. Scoble, Esq.	Rev. C. Gilder.
A. C. Moore, Esq., Hon. Treasurer.	
Rev. G. C. Reynell, Hon. Secretary.	

The Board makes grants to the Diocesan School, Byculla; St. John's School, Colaba; St. Peter's School, Mazagon; Bishop's School, Poona; Pensioner's School, Poona; Sholapoor European and Eurasian School. Total amount of grants Rs. 550 a month.

Subscriptions, which are earnestly solicited, will be received by the Treasurer, 'The Brae,' Chinchpoogly, or by the Secretary, Parsonage, Byculla.

G. C. REYNELL, Hon. Secretary.

Bombay, 23rd June, 1869.

DIOCESAN SCHOOL, BYCULLA, (in connection with the Bombay Diocesan Board of Education).

COMMITTEE.

Hon. Mr. Justice Warden.	W. Wedderburn, Esq.
Hon. A. H. Campbell.	Rev. G. C. Reynell.

Hon. Secretary—John Cameron, Esq.

Acting Superintendent—Rev. E. H. Cooper, B.A.

Superintendent of Girls' Department—Miss Watling.

The School has been recognized by the Director of Public Instruction as a High School, teaching up to the University Standard.

Boarders are received.

For full particulars apply to the Hon. Secretary, Diocesan School, Byculla.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

DEATH.

HUTCHINSON—July 25th, at Ilfracombe, North Devon, Frederick Hutchinson, Esq., late Collector of Bombay, aged 65 years, deeply regretted.

NORTH-WEST PROVINCES, &c.

DEATHS.

WHEELER—August 9th, at Sehore, Central India, John Edward, son of Lieutenant C. E. Wheeler, 35th Regiment, aged 5 months and 25 days.

DUNN—August 9th, at Kussowlie, Walter Carey, the third surviving son of Alfred Rouse Dunn, of Bath, and late of Hill Grove, near Stroud, Gloucestershire, aged 22 years.

REPORT OF THE BOMBAY BANK COMMISSION.

FOR SALE, at the "Bombay Gazette" Press, and also by Messrs. Chesson and Woodhall, a re-print of the REPORT of the BOMBAY BANK COMMISSION. Price Rs. 1.

"Bombay Gazette" Office, August, 1869.

NOTICE.

All Cheques, Money Orders, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

SATURDAY, AUGUST 21, 1869.

The decision of the Bombay Association (which, on Wednesday, by a slip of the pen, we styled the East India Association) ought to ensure the useful working of a compulsory Vaccination Act when it shall have been passed. Great credit is due to the Association for its conversion to sound views, all the more because the conversion took place before Dr. Lumsdaine's admirable essay was in the hands of the members, but not before Dr. Pinkerton's exertions had told upon them. Openness to conviction is an essential qualification for any useful influence on public affairs, and we are happy to see that the Bombay Association is open to conviction. Their co-operation will no doubt, be as zealous as their conviction is sincere, and by the help of their social influence among their own people the coming Act may be expected to work smoothly and with decisive effect. They may be sure that in framing its provisions, the greatest care will be taken to avoid, as far as efficiency will permit, everything likely to hurt the feelings or impinge on the religious convictions of the people; and that in carrying the measure into execution, tact, and forbearance, will temper the strict application of the law. But it must be borne in mind that the full efficacy of the policy adopted cannot be secured without absolute obedience. Completeness of application is essential even to approximate success. The measure of the protection acquired, and immunity enjoyed, by the people of all castes and colours, will be the fulness with which the antidote is applied. We have no doubt that the Association, as far as it can, will make known these vital considerations far and wide. Their importance is beyond dispute, and the whole force of the Association will be no more than adequate to give them validity among the more ignorant classes of the community.

How powerful the protection afforded by vaccination is, may be seen from a few statistics. Dr. Lumsdaine prints tables which show how greatly the total annual number of deaths, per million, from small-pox was reduced by the use of vaccination.

Thus "in 11 provinces of the Austrian Empire the death-rate for all was reduced from 38,541 to 3,743. In 9 provinces of Prussia it fell from 19,151 to 2,516. In Trieste from 14,046 to 182. In Austrian Silesia from 5,812 to 198. In Berlin from 3,422 to 176. In Copenhagen from 3,128 to 286; and in Westphalia, for the later period, there died of small-pox but 4 persons where formerly there died 100. In Sweden for the 28 years before vaccination the annual death-rate per million was 2,050, and for the 40 years afterwards it averaged 158." All the evidence tells in the same way. The returns in the British Blue Book point out that the percentage of deaths among the protected is very far below that among those who had been vaccinated. Common observation in European countries can testify to the rarity of disfiguring pock marks once so common. If small-pox should unhappily break out in countries where vaccination is widely practised, it rages among the poor, the uncleanly, the negligent, and only here and there, but still here and there, seizes a victim from among those who are more happy placed and more carefully nurtured. If it were possible, as one day it may be, to ensure the skilful vaccination of every child born, and if all who suffered from small-pox were segregated, then the disease would be stamped out, except in so far as strangers from other lands might bring it with them. Bombay, it seems, is liable to small-pox invasions from Jinjeera, and knowing this, might it not be advisable to adopt some measures of precaution directed towards the end of keeping it out? Another point deserves attention. Dr. Pinkerton, in his report, points out the mischief done by native inoculators, the extent of whose practice it is so difficult to estimate from the amount known. Government might well take this serious matter into consideration; proscribe inoculators in their own territory, and exert all the influence they possess to eradicate the practice from the native States. Inoculation can only spread the disease and work no good end. We refrain from entering on the medical "arguements" of the anti-vaccinators, so admirably handled by Dr. Lumsdaine. Europeans know that men like Dr. Pearce, *facile princeps*, are never wanting in all highly civilized countries; but they are also aware that there the precise value of eccentric productions is also known. There are men who desire to prove, and do prove, to their own satisfaction, that Newton was a charlatan, and that gravitation is a blunder; and so there are crotchety medical men whose scientific lunacy takes the form of hostility to Jenner's invaluable discovery. The European public reads, and is amused; but it erects statues to Jenner, and asks Parliament to make vaccination compulsory. For Bombay, with its multitudes, a compulsory law is most expedient. The closing words of Dr. Lumsdaine's letter to Mr. Nowrojee Furdoonjee we may quote and address them to the whole of the native community:—"I pray you remember," he says, "how much of misery was inflicted at Benares when a designing few imposed upon the many by telling them that a child to be born with white blood was to drive the English out of India, and that the Sircar was now ordering all children to be scratched, so that it might be found and killed. Think how helpless must be the ignorance that could believe this silly tale; and remember that this is the unhappy condition of the masses. Remember that here, in Bombay, from small-pox alone there is a yearly sacrifice of five per cent. of its inhabitants; and think what it must be for all India. Remember that the numerous post-vaccinal attacks but prove how essential it is that there should be the very greatest care in vaccinating; and remember that a powerful Government is now both anxious and earnest in its wish to bring the boon within the reach of all."

The letter which we print to-day, and that which we published on Wednesday, will, we hope, induce the head of the G. I. P. establishment at Byculla to abolish the fearful and distracting nuisance which he has set up. Yesterday morning, although he must have known the grave evils he was inflicting, he caused his horrible whistle to be blown with more than usual ferocity. It is a pity that the inhabitants did not get up a round robin and address it to Mr. LeMesurier, who cannot be supposed to be aware of the enormity perpetrated daily at regular intervals by his subordinates. As the head of the establishment is insensible to the mischief he is doing, we have felt it a duty to draw the attention of his principal to the excruciating torment now inflicted on the public.

Lieutenant Charles Crawford Yates Butler, 76th Regiment, has been admitted to the Staff Corps from the 23rd March 1869.

Lieutenant S. Babington, Superintendent of Police, G. I. P. Railway, has been allowed furlough to Europe for eighteen months, under Rule 9th of the Furlough Regulations of 1868.

It is reported that no fresh cases of cholera appeared in the 41st (Royal) Regiment at Subathoo up to the 14th instant. Only four cases have occurred altogether, but three of these proved fatal.

A telegram from Umritsur informs the "Delhi Gazette" that the deaths from cholera there were one hundred and four on the 13th, one hundred and eight on the 14th, and ninety-six on the 15th instant.

A correspondent writes to the "Delhi Gazette" from Morar, on the 12th instant—"I am sorry to say cholera is again prevalent here, and in the fortress of Gwalior. The wife of Lieutenant Stoddart succumbed last night, and Dr. Hales, whose exertions have been most unremitting, is dangerously ill. These cases occurred in the fortress. At head-quarters two companies are in camp."

The Government of India have authorized the Government of Bombay not to exempt native female singers and dancers from the payment of Income Tax. For obvious reasons, we believe that in a country like India it would have been expedient for our Government to let alone this class of people, rather than, by taxing any one of their avocations, leave room for supposing that their actual calling has been legalised.—*Delhi Gazette.*

Colonel W. Roberts, v.c., Assistant Quarter Master General at army head-quarters, who was to have started for Agra some days ago for the purpose of selecting and laying out camping ground for the troops during the projected Durbar, has, we learn from the *Pioneer*, been directed to delay his departure till further orders. It has been determined to suspend all preparations for the assemblage of troops, or, in other words, for the Durbar, until the prospects of the coming rain crops are more secure.

THE "PESTILENCE" AMONG THE ABYSSINIAN MULETEERS.

The minutes of proceedings of the Sanitary Commissioner with the Government of India contain a most able and interesting report by Dr. Gray, of Mooltan, regarding that strange disease from which the muleteers suffered so terribly in August last, and which was at first announced as some new pestilence which they had brought with them from Abyssinia. Pestilential enough it certainly was, since within a month there were upwards of 400 deaths among the muleteers; while the crews and servants of the river-steamers, a class so remarkably healthy that "even a single death is an exceedingly rare occurrence among them," directly after the embarkation of the muleteers began to sicken and die. But Dr. Gray seems to show conclusively that the disease was not new or strange—that it was, in short, no other than the jaundice fever, or Punjab jail fever, as it was variously called, which had occasioned such mortality in the Lahore Central Jail and elsewhere in 1864. One peculiarity of the disease is that there is generally a partial or apparent recovery which lasts often for several days, during which the patient, though weak, is disposed to consider himself cured, but which is followed by a relapse under which he succumbs. Quinine is useless, as indeed seem all medicines, perhaps ipecacuanha the least so. There is nearly always the appearance of jaundice. On the whole, the disease seems in its individual cases to be one of the least manageable known. The great practical lesson to be learnt from Dr. Gray's report, and which the Sanitary Commissioner does not neglect to enforce, is the necessity of identifying the first cases which may occur, and then of strictly isolating the sufferers from the healthy.—*Pioneer.*

DISPUTES ABOUT RAILWAY CONTRACTS.

(Pioneer.)

There was a disagreeable case some time ago in Bombay relating to the claims of some railway contractors of that presidency who had failed to complete their contract. One item of these claims was for "trimming slopes," and it is a fact that the execution of the work was certified to by the resident engineer; but on the other hand, the assistant engineer, resident on the spot, states that the work in question never was executed, and, what is almost equally to the purpose, there is, we are told, no sign on the ground itself of such work ever having been performed. The other disputed claim is based on the assertion of the contractors that the chief engineer sanctioned *verbally* a certain increase of prices for certain classes of work; but this agreement, if made by the chief engineer, was never reported by him, and in fact there is said to be no documentary evidence of it whatever. Under these circumstances, the Governor of Bombay in Council has tendered a certain sum, slightly in excess of the value of the plant taken over from the defaulting contractors, and of the work acknowledged to have been done by them, in full settlement of all claims. In the event of the contractors refusing these terms, the Government of Bombay proposes to the Secretary of State to reduce its offer to the exact value of the plant taken over and work executed, and to sequestrate the caution-money (£5,000), pending the adjustment of the dispute. The determination of the Bombay Government to contest the matter as keenly as the torpidity of His Grace of Argyll will permit, is explained by its impression that the contractors in question had previously been treated with extreme, and, indeed altogether, unjustifiable, leniency. They tendered for their contract at rather low rates, but immediately after obtaining the contract by reason of the moderate scale of their prices, they appealed for an increase, which was at once most culpably conceded by the London board without any local inquiry, to the extent in some cases of no less than 50 per cent on the contract rates. But notwithstanding this extravagant liberality shown towards them, the contractors, so it is said, systematically retarded their work, doing very little, and much of that little very ill, until the final resignation of their contract and the scandalous altercation we have described. It seems to us that the Government consulting engineers in Bombay were very ill-entitled to their salaries for having left such a dispute on a matter of fact for one instant possible.

WEEKLY COMMERCIAL LETTER.

[SPECIAL FOR THE "BOMBAY GAZETTE."]

LONDON, 30TH JULY.

Mr. Graves, the member for Liverpool, called the attention of the House of Commons on Monday night last to the mistakes in the Board of Trade returns, issued monthly, an abstract of which I generally send to your readers. There have often been complaints of inaccuracies to a very serious extent in these tables, generally proceeding from brokers or merchants in one particular trade, and Mr. Graves read a formidable catalogue of errors and omissions. In the article of rice, for instance, he stated the following unaccountable discrepancy occurred. The Board of Trade returns for January 1868 gave the import as 24,000 cwt., while the actual import was 295,000 cwt. A similar blunder, only grosser, occurred in January 1869. In wool many glaring discrepancies were pointed out; cotton and cotton goods were, according to Mr. Graves, specially favoured by the bungling compilers of these returns. He declared that while the official statement made the cotton manufactures exported to Bombay in the first five months of this year 48,000,000 yards, the actual quantity was 90,000,000 yards. Again, while the export of cotton cloth to Egypt last year was officially given as 223,000,000 yards, the Liverpool Customs return made it only 92,000,000. Mr. Graves was so much struck by this bouncing discrepancy, that he says he asked Mr. John Pender and Mr. Mendel to enlighten him. The former ascribed the inconsistency to the fact that goods for India by the Overland Route were credited to Egypt, though they really only went *in transitu*; the latter gave a similar explanation, pointing out that the difference between the export to Bombay, which he stated as about 90,000,000 yards, and the quantity stated in the returns, 48,000,000 yards, was just about made up by the shipments overland to Bombay during the period, which were 43,000,000 yards. The reply made by Mr. Lefevre, the Secretary to the Board of Trade, was an admission that things were not what they should be, but he stated that the Treasury had instituted an enquiry which was now in progress, and he hinted that the persons to blame were the Customs authorities. From what I have seen of these matters I am strongly of opinion that any blame thrown by one department on another will much resemble the mutual recriminations of pot and kettle. I have no doubt both are equally to blame. The writer of this letter had the opportunity nearly three years ago of calling public attention to one glaring blunder he had unearthed, and there was a prompt correction issued. But it is not in the nature of the leisurely young gentlemen who do such work to make their powerful intellects condescend to such duties as vulgar mechanical correctness or system; so the slovenly style of "totting-up" and compilation is still adhered to. Some of the mistakes are manifestly due to the omission of one figure in the carrying over; in other cases, one clerk, I fancy, sometimes mixes one article with another, and presents us with the hotch-potch, instead of the original thing; in yet other instances, I have a shrewd suspicion, the accountant of the moment has committed the same mistake as the old Scotch tradesman who was rampant in his desire to thank Providence for the extraordinary profits of the year, but quickly checked his premature rejoicings on discovering that his clerk had "added the year o' our Lord in the punds column." Having a tolerably extensive acquaintance with officials in Her Majesty's service, I feel bound to say that it would be only kindness to themselves to tell them in a civil way that, as a rule, they are noodles. But the worst of their noodledom is that they all, without exception, from Treasury, War Office, and Admiralty, downwards to Customs, are firmly convinced their laborious idleness is very hard work. The indefensible nature of these Board of Trade blunders is shown by one circumstance. Although the *monthly* returns are full of mistakes, the *annual* tables are believed to be tolerably correct, proving that a more careful handling of exactly the same figures has enabled the officials to avoid a repetition of the earlier mistakes. Now, considering that about four weeks are taken to make up and publish the monthly returns, the occurrence of gross blunders is really unpardonable. Some of the speakers on Monday night asserted the general correctness of the annual summary of returns. But I am told that this is very doubtful, and that a careful enquiry by several persons interested has shown in the cotton trade alone an error akin to those which disfigure the monthly returns; the official statement of the aggregate value of cotton manufactures exported during the past year being about twenty millions sterling in excess of the real value. If this should prove well founded, we are all hopelessly at sea, and the expense of issuing the returns, £50,000 a year, is worse than thrown away, since it only serves to mislead to a dangerous extent.

The returns for the month and six months ending 30th June, were issued yesterday, and I will give the particulars as usual, promising that your readers may believe as much or as little as they please. The declared value of our exports for June was £16,740,645, against £13,933,054 in June 1868 and £15,490,091 in June 1867. There was an increase in nearly all the exports, cotton yarn and manufactures included. The total of yarn was 16,239,395 lbs. in June last, against 10,318,712 lbs. in June 1868 and 14,935,421 lbs. in June 1867; of piece goods, plain, printed, or coloured, it was 250,178,712 yards last month, 209,031,769 in June 1868, and 235,945,855 yards in June 1867. The proportion to Bombay was—cotton yarn, 313,100 lbs., 325,500 lbs., and 402,360 lbs., in June 1869, 1868, and 1867 respectively; piece goods, 14,047,335 yards last month, against 15,256,580 yards in June 1868 and 7,861,632 yards in June 1867. The declared value of all exports to each country, stated separately, makes the total to Bombay and Scinde £365,557 in *May* last, against £549,083 in May 1868 and £448,754 in May 1867. The total for the *five* months ending 31st May was £1,882,913 this year, £2,366,594 last year, and £1,864,007 in the same period of 1867. These last items are probably correct, for even a Government clerk can hardly make the same blunders twice when he has an additional month to go over his calculations.

An important decision in favour of the directors of Overend, Gurney, and Co. (Limited) was given by the Lord Chancellor on Wednesday. It was in a suit by the liquidators against the whole of the directors, including the late Mr. Gibb, through his representatives, for damages to make good the losses sustained by the shareholders. In the bill, breach of trust or fraud was not alleged, but only imprudence in purchasing a business which was alleged to be insolvent to the extent of two millions sterling. The six living directors met the bill directly, but Mr. Gibb's executors lodged a preliminary demurrer, which Vice Chancellor Malins over-ruled. On appeal the Lord Chancellor allowed the demurrer, so that the suit against Mr. Gibb by the liquidators falls to the ground. The bill against the other six will also no doubt be dropped, for the language of Lord Hatherley shows it could not be prosecuted with success. His Lordship said that as breach of trust was not alleged he would not enter on that ground at all, but as regarded the charge of imprudence in the purchase of the old business it could not be said the directors were bound to know that the bargain was a bad one. Many circumstances showed that the old business had been profitable; of course it was a hazardous speculation, but hazard was in the very nature of bill-broking, and the shareholders knew that when they took their shares. This decision of the Lord Chancellor is considered to tell strongly in favour of the inculpated directors. And so it does in the incidental remarks made. But it is important to notice that it does not touch directly on the question of fraud at all. Had that been alleged his Lordship might have given a different decision. Dr. Thom, who called on me yesterday about the case, was particular in his desire to impress upon my mind the full force of the distinction. He declares that he never believed the suit of the liquidators likely to succeed, or that it was meant to succeed. But there are two suits now pending against the directors for damages for alleged fraud—one by a Mr. Dundas, the other by a Mr. Peek; the latter will come on soon, and the decision on it will really be a testing judgment. If, for instance, the Court of Chancery grants damages on the ground that the directors committed fraud, it would be very difficult for a jury to acquit on the criminal charge; on the other hand, should the most eminent judges in the country pronounce them guiltless of fraud, with what face could a dozen random Cockneys shut up in a box find the six guilty? The point, therefore, which your readers who are interested in the matter have to watch is, the decision in *Peek's* case, which will, I believe, be the first to come on.

The report of the Credit Foncier has been issued for the half year. It contains three points of importance. First of all, the settlement arrived at with the old debtors (Grant included) has resulted in the payment by these gentlemen of a sum which will enable the new board to recommend a dividend at the rate of 3 per cent. per annum. Second, the most vigorous proceedings are to be at once commenced against the remaining ex-directors, "and two other persons" who have hitherto refused to refund anything; the directors stating that they are advised in the most positive manner by counsel that "these persons" have virtually no defence whatever, and that "the amount that may be expected to be recovered from them is limited only by their ability to pay." Pungent and explicit, is it not? Lastly, as creditors of the Chatham and Dover Railway Company to the tune of over £800,000, the directors are taking proceedings both at law and in Chancery for the recovery of a large sum from the ex-directors of *that* luckless concern in relation to an over-issue of debentures. This last matter is one of immense importance. Speaking from memory, I should say that the amount of Chatham and Dover debentures afloat which are said to be illegally issued is considerably over half a million sterling, and if poor old Lord Sondes, Lord Harris, Mr. Holroyd, and others are declared liable, it will be a good day for some people and for one or two financial institutions, but a woeful day for the "gallant squires of Kent" and those connected with them.

The Government Telegraphs Bill and the Bankruptcy Bill have now both passed their third reading, and nothing but a national convulsion can prevent their becoming law this session. As regards the telegraphs, I have a word or two to say before I part with them. This time last year I told your readers what was to be expected in the case of Reuter's Telegram Company, and my anticipations have now been fulfilled to the letter. I then said that I had been told that the shares of that concern became, by the bargain obtained from the Government, intrinsically worth from £70 to £80. A month or two back, when they were about £60, I said that they would probably go to £75. The price to-day is exactly £75. They may go a little higher even yet, but I think it unlikely. The actual money which falls to each share on the completion of the purchase and the handing over of the amount agreed upon by Government will be about £70, and I doubt if the intrinsic worth of the shares, after the goodwill and cable have been parted with, is more than £8 each. However, in any case it has been a splendid thing to those in the secret. In fact, the enormous premium for the business paid over to Reuter's Company has been one main cause of the dissatisfaction expressed in the House of Commons and elsewhere—a dissatisfaction which culminated in the blunt remark of Mr. Lowe on Monday night, that so far as the price was concerned he "washed his hands of the whole affair." As a slight set-off to the extravagance of the purchase, the Government insisted, as I told you they would, on an absolute monopoly in the United Kingdom, and they carried this point by a large majority. It was in the debate on this provision that Mr. Lowe showed his teeth, and bit deep into the bargain. Mr. Ward Hunt, the late Chancellor of the Exchequer, had in his clumsy way accused the party now in office of opposing him last year on the question, and of now seeking to appropriate all the honour. Mr. Lowe retorted savagely that the right honourable gentleman was quite welcome to the honour, such as it was; he (Mr. Lowe) had no desire to contest it with him. Mr. Lowe's speech shows what a narrow escape the whole scheme has had of being dropped; he made no secret that he didn't care whether it was completed or not, saying, in fact, that the present Government only carried it out because they found matters too complicated to be able to recede. In using this language he was by no means singular; at least

Baroda and Central India Railway Company of the proposed extension from Ahmedabad to Veerungaum and Wudwan. And similar offers will likewise be made to the Indian Tramway Company and to the Great Southern of India Railway Company, respecting lines from Arcoonum to Caddalore and from Trichinopoly to Tuticorin. With reference to your suggestion that lines running parallel to the coast might be preferable to those hitherto proposed, I will only say that it appears to me to be at least doubtful whether railways along either the eastern or western coasts can be among the number of those lines which press for very early consideration. Railways running parallel with the coast must necessarily come more or less into competition with the route by sea, and it would therefore seem expedient that such lines should be deferred until the inland communications have been further developed.

21. Your excellency considers that a railway in extension of the Eastern Bengal line from Kooshtee to Titalyah at the foot of the Darjeeling Hills, is one which commends itself for early construction on many grounds of policy. Though believing that this line will ultimately be required, I am not satisfied of the priority of its claim to the attention of Government, especially as regards the upper half of the line; but I am prepared to sanction the preliminary survey and estimate of a line from Kooshtee to Bugwah on the Megna, which in itself would be of great commercial value, and would be a starting-point for future extensions to Darjeeling on the one hand, and into the valley of Assam on the other.

22. On the subject of a railway to the Kumaon Ironworks I addressed you some time ago in a separate despatch.

23. Regarded as a whole, I may observe generally that the arrangements proposed by you in despatches under acknowledgment appear to me well adapted for providing in India, gradually, regularly, and with all advisable rapidity, a fairly complete national system of railway communication. The success of the arrangements must, however, in great measure depend on the character of the machinery created for the purpose of giving them effect, and I shall be glad to be informed somewhat in detail how you propose to proceed in that essential particular.—I have, &c., ARGYLL.

A report of Mr. Juland Danvers to the Secretary of State for India, published the same morning, shows that the length of line now open is 4096 miles, of which 175 miles were completed during the past year. About 1,830 miles of the system already determined on remain to be constructed; but a new scheme for additional railway communication throughout India is about to be commenced and to be executed, for the most part, through the direct instrumentality of Government. It is expected that the great trans-peninsula line which will connect Calcutta with Bombay will be completed and open for traffic in the autumn of next year. Last year was not a prosperous year for traffic; trade has been almost stagnant; certain districts have been threatened with famine, and there has been a general depression in all descriptions of business. This has, of course, told upon the internal communication of the country, and the railway receipts have suffered accordingly. The falling off, however, is confined to goods traffic. The passenger traffic shows an increase both in numbers and receipts. The number of passengers last year was 15,066,530, of whom 14,401,000 were third class. In 1866-67 the total number was 13,746,354. The train miles run were 11,042,251 and 11,980,319 respectively. Mr. Danvers observes that while the steady advance which has hitherto been made in the revenue receipts has not been sustained during the past year for reasons which have been explained, and while cause has been given for disappointment at the failure of some of the works and at the delay in completing others, the general results are not unsatisfactory, and there is much to inspire hope for the future.

SIR W. MANSFIELD'S SUCCESSOR.

THE belief gains ground that in the event of Lord Napier of Magdala not desiring to become the next Commander-in-Chief in India, the Hon'ble Sir Augustus Spencer will be Sir W. Mansfield's successor. It is reported that he refused the Madras Command before its offer to General McCleverty, and it is naturally believed, therefore, that, if he has accepted the not more important one of Bombay, it is merely in the expectation speedily succeeding to the post of Commander-in-Chief in India.—*Pioneer.*

REGIMENTAL BONUS FUNDS.

FROM a "return of all officers of Her Majesty's Indian armies, with their rank and names and length of service, who applied to the several Governments of Bengal, Madras, and Bombay for a repayment of their individual contributions to regimental bonus funds, the amount claimed, the sum granted, and the reasons for the refusal or diminution of the claim," we extract the following portion, giving the names of the Bombay officers who have so applied. It shows, (1) length of service, (2) amount claimed, (3) amount granted, (4) reasons for diminution, where the amounted claimed was reduced, or reason for refusal, as the case may be:—

1. Not reported.
2. Not reported.
3. Captain R. G. Watson, late 2nd European Infantry, 14 years, claimed Rs. 1,074, granted Rs. 708. The claim for 323 rupees paid to officers invalided, &c., is disallowed. He gained 43 rupees by accelerated promotion.
4. Lieutenant J. Noding, late 4th Native Infantry, 13 years, claimed Rs. 600, granted Rs. 300. He paid 300 rupees as ensign, and gained more than an equivalent amount. A further claim for payments to officers who invalided is inadmissible.
5. Not reported.
6. Not reported.
7. Not reported.
8. Captain C. Douglas, late 15th Native Infantry, 11 years 4 months, claimed Rs. 124, granted Rs. 124.
9. Not reported.
10. Lieutenant W. Lumsden, late 22nd Native Infantry, 8 years 11 months, claimed Rs. 1,314, granted Rs. 1,049. He gained 295 rupees by accelerated promotion.
11. Not reported.
12. Not reported.
13. Lieutenant E. Bell, late 1st Native Infantry, 7 years 6 months, claimed Rs. 370, granted Rs. 125. He paid 120 rupees as ensign, and gained 390 rupees by accelerated promotion. The sum of 125 rupees is disallowed, as paid to an officer who invalided.
14. Lieut.-Colonel C. Buckle, late 3rd Cavalry, 22 years 9 months, claimed Rs. 11,000. A considerable portion of the sum stated to have been paid is inadmissible, being for interest. He received a bonus of 2,800 rupees on retirement, and gained 8,388 rupees by accelerated promotion.
15. Colonel H. W. Evans, late 9th Native Infantry, 33 years 10 months, claimed Rs. 26,262. He gained 15,822 rupees by accelerated promotion, and received a special annuity of £200, valued at 25,000 rupees. A claim for a bonus of 40,000 rupees which he might have received on retirement is inadmissible.
16. Captain St. C. Ford, late 14th Native Infantry, 16 years 3 months, claimed Rs. 7,213, granted Rs. 1,436. The claim for 1,200 rupees paid to officers who invalided, and 233 rupees for interest, is disallowed. He gained 4,344 rupees by accelerated promotion.
17. Captain R. L. Bingham, 1st Fusiliers, 19 years 10 months, claimed Rs. 1,642, granted Rs. 570. The claim for 482 rupees paid to two officers who invalided is inadmissible. He paid 590 rupees as an ensign, and gained 1,300 rupees by accelerated promotion.
18. Not reported.
19. Colonel J. G. Lightfoot, late Royal (Bombay) Artillery, 20 years 10 months, claimed Rs. 11,351. He gained 8,000 rupees by accelerated promotion, and received a special annuity of £50, valued at 6,250 rupees.
20. Lieutenant H. J. Heisch, late 28th Native Infantry, 6 years 11 months, claimed Rs. 195, granted Rs. 135.
21. Major J. L. Evans, late 16th Native Infantry, 22 years 2 months, claimed Rs. 1,500, granted Rs. 600. He paid 900 rupees as a lieutenant, and gained 1,779 rupees by accelerated promotion.
22. Major R. Gordon, late 4th Native Infantry, 22 years, claimed Rs. 9,709, granted Rs. 7,206. He gained 2,503 rupees by accelerated promotion.
23. Captain C. W. Wigney, late 6th Native Infantry, 14 years 10 months, claimed Rs. 2,000. The claim was not substantiated.
24. Major (Colonel) J. B. Woosnam, late Royal (Bombay) Artillery, 34 years 7 months, claimed Rs. 15,631. He received a bonus of 30,000 rupees on retirement. His claim for the difference between this and the bonus of 46,000 rupees which he might have received is inadmissible.
25. Major H. G. Raverty, late 3rd Native Infantry, 19 years 1 month, claimed Rs. 3,375, granted Rs. 225. The claim for 1,200 rupees paid to an officer who invalided is inadmissible. As a lieutenant he paid 1,950 rupees, and gained 5,000 rupees by accelerated promotion.
26. Captain W. N. Dyett, late 3rd European Regiment, 17 years 10 months, claimed Rs. 500. He gained 3,000 rupees by accelerated promotion.
27. Major M. J. Battye, late 31st Native Infantry, 25 years 3 months, claimed Rs. 9,764, granted Rs. 1,350. The claim for 3,000 rupees paid after 18th February 1861 is disallowed. He paid 5,414 rupees as a lieutenant, and gained 6,313 rupees by accelerated promotion.
28. Captain T. B. Heathorn, late Royal (Bombay) Artillery, 15 years 8 months, claimed Rs. 1,552. He gained 5,824 rupees by accelerated promotion.
29. Not reported.
30. Captain H. T. Maclean, late 31st Native Infantry, 17 years 11 months, claimed Rs. 3,600, granted Rs. 3,027. He gained 573 rupees by accelerated promotion. A claim for certain other payments was not substantiated.
31. Not reported.
32. Colonel C. F. Grant, late 3rd Native Infantry, 31 years 2 months, claimed Rs. 3,408, granted Rs. 2,740. He gained 668 rupees by accelerated promotion.
33. Not reported.
34. Captain R. C. Battiscombe, late Royal (Bombay) Artillery, 23 years, claimed Rs. 5,795, granted Rs. 3,951. The claim for 937 rupees paid after 18th February 1861 is inadmissible. He gained 907 rupees by accelerated promotion.
35. Lieutenant R. J. Hotchkis, late 12th Native Infantry, 10 years 10 months, claimed Rs. 888, granted Rs. 888.

The following note is appended:—This return is as complete a statement as can be prepared from the records in the India Office. A similar return was called for by the House of Commons on the 1st of June last, and a reference has been made to the several Governments in India for the information.

In column five, under the heading "Amount Claimed," is entered the full amount stated, or presumed, to have been paid to the regimental retiring funds, or to senior officers on their retirement.

In column six, under the heading "Amount Granted," is entered the full sum awarded by the compensation committees. In the case of a few artillery officers, the committee recommended that a portion should be withheld for the payment of debts due to the regimental funds; but the Secretary of State in Council has directed that the sum awarded be paid in full.

LATEST TELEGRAMS.

[BY TELEGRAPH TO ALEXANDRIA.]

THE SUEZ CANAL.

LONDON, 7TH AUGUST.

Last night in the House of Commons Mr. Otway, replying to Mr. Gourley, M. P. for Sunderland, said that he doubted whether the works of the Suez Canal would be sufficiently advanced to admit of the opening of the canal in November for the purposes of general navigation; that Mr. Fowler, C. E., had reported that by that time a uniform depth of 26 feet would be attained, but he had been informed from other sources that this depth would not exceed 18 feet.

EGYPT.

In the House of Commons, Mr. Otway, replying to Mr. Fowler, relative to the jurisdiction question in Egypt, repeated what he had previously stated on the subject in reply to Mr. Walpole. He also suggested that delegates from the different Government interested in the question should meet in Egypt in October to examine into the affair, and submit propositions, which, however, the Government would not be bound to accept. He added that it is improbable any Parliamentary action will be taken in the matter before next session.

BOMBAY.

THE BAND OF THE 22ND REGIMENT N. I. will play on Monday, instead of to-day, at the Esplanade bandstand.

THE WEATHER.—The Master Attendant yesterday caused signal No. 829 to be hoisted, intimating that the barometer had fallen.

COCOANUT DAY.—The High Court, Appellate Side, will be closed to-day on account of the Cocoanut holiday.

ASSISTANT APOTHECARY HENRY MCCULLOUGH, of the Subordinate Medical Department, is dismissed the service.

THE HON'BLE B. H. ELLIS, member of the Supreme Council, has given a donation of two hundred rupees towards the Widow Re-marriage Fund.—*Deccan Herald.*

MR. MOROBA CANOBA.—We understand that Rao Bahadoor Moroba Canoba has applied to Government for leave to resume charge of the office of Fourth Judge of the Small Cause Court after the expiration of the leave granted to him.

VEHAR LAKE.—The height of water at the tower of Vehar Lake at the close of last week was 52 feet 7 in.; on the corresponding date last year it was 57 feet 6 in. The rain fall up to date was 46 in. 8-10ths; last year up to the corresponding date, 60 in. 3-10ths.

THE WEST INDIA AND PACIFIC S. S. CO.'S STEAMER CALIFORNIAN, which sailed from this port on the 17th of May, arrived at Liverpool on the 20th July last, having made the passage in 64 days, or one day under her guaranteed time. She thus incurs no forfeiture in freights.

THE TWENTY-FIVE LAKH LOAN CASE.—Mr. Liddердale's evidence in this suit in the High Court lasted all Thursday and up till yesterday afternoon, when Mr. Chapman's was commenced. Our report is deferred owing to the arrival of the English mail. The case will be resumed on Monday, to-day being a court holiday.

THE COLABA COMPANY.—Yesterday afternoon, an extraordinary general meeting of the Colaba Company was held at the offices of the secretaries and treasurers (Messrs. Remington and Co.) There was a small attendance, and Mr. F. F. Liddердale occupied the chair. The meeting had been called for the purpose of confirming the resolutions passed at the meeting held a week or two ago. The resolution altering clause 21 of the articles of association was confirmed on the motion of Mr. Nowrojee Manockjee Wadia, seconded by the Chairman; and on the motion of Mr. Eduljee Cowasjee Mody, seconded by Mr. Fogo, the resolution amending clause 3, so as to enable share certificates to be sealed in presence of only one director, was also confirmed.

THE POONA GYMKHANA.

THE ladies' day at the Gymkhana yesterday (Thursday) was a day of unprecedented sport. It was truly a ladies' day, for all the ladies in Poona were there, and seemed to enjoy themselves ever so much. The sports which excited most interest were the tilting at the ring, at which many displayed great skill. The sack race, in which eight or ten started in strait jackets, was easily won by Mr. Crowe, who came off with flying colours and an old sack. The two hundred yard's hurdle race was one of the best of the kind we ever saw. It was won by Captain Atkinson, with Captain Scott, A. D. C., more than a good second. He was the first to leap the last hurdle, and how his competitor, by a spurt, first struck the white tape, no one was able to understand. His running and leaping were easy and graceful, and excited universal admiration.—*Deccan Herald.*

THE SUIT FOR INTEREST AT 48 PER CENT

ON Tuesday, Sir Charles Sargent gave his decision in a suit at the instance of Rustomjee Ardaseer Davur against Ruttonjee Rustomjee Wadia for amount of a promissory note for Rs. 2,055 with interest at 48 per cent. The case, it may be recollected, came before the Court on the 10th instant, when Mr. Macpherson appeared for the plaintiff and the defendant was not represented. The bill had, according to the plaintiff's statement in the box, been for interest due, and as there was no consideration shown on the note His Lordship reserved judgment. On Tuesday last Mr. Serjeant Atkinson applied for leave for the defendant to file affidavits on the question of interest, and Mr. Macpherson opposed on the ground that defendant did not appear at the previous hearing and that nothing remained to be done except the delivery of judgment. His Lordship declined to let the defendant now come in, and gave judgment for the defendant with costs, on the ground that the plaintiff had shown no consideration for the amount in the promissory note.

FORT POLICE COURT.—20TH AUGUST.

(Before JOHN CONNON, Esq.)

REFUSAL OF DUTY.—John Brand and three others, seamen of the ship Marathon, were charged with wilful disobedience of lawful commands in refusing to do duty on board the ship, and were sentenced to be imprisoned for two weeks each.

RELIGIOUS SERVICES.

Thirteenth Sunday after Trinity, August 22nd, 1869.

ST. THOMAS'S CATHEDRAL.

Daily Prayers—7 A.M. and 5 P.M.

7-30 A.M.—1st Celebration of the Holy Communion.

11 A.M.—Morning Prayer, Sermon, and 2nd Celebration of the Holy Communion. Hymns 21 and 85.

5-30 P.M.—Litany.

6 P.M.—Evening Prayer and Sermon. Hymns 141, 198, and 182.

The Offertory will be devoted to the poor of the district.

ST. JOHN'S CHURCH,—COLABA.

7 A.M.—Holy Communion (Celebration.)

11 A.M.—Morning Prayer and Sermon. Hymns 134 and 161.

6 P.M.—Evening Prayer and Sermon. Hymns 15. Anthem—"In Jewry is God known."

HOLY TRINITY CHURCH,—SONAPORE.

7-30 A.M.—Choral Celebration of Holy Communion, with Sermon, by the Rev. E. H. Cooper, B.A. Hymns 20 (Morn of morns) and 150 (Rock of ages.)

6 P.M.—Evensong with Sermon, by the Rev. W. Brown Keer, Harbour Chaplain S. P. G. Hymns 139 (Our blest Redeemer), 163 (When our heads are bowed with woe), and 222 (Eternal Father, strong to save).

ST. PETER'S CHURCH,—MAZAGON.

11 A.M.—Prayers and Sermon. Hymns 4 and 142 (Part 1.)

5 P.M.—Litany and Catechising.

6 P.M.—Prayers and Sermon. Hymns 160, 17, and 14.

IN THE HARBOUR.

Morning Prayers and Sermon on board the ship Wimbledon, off H. M.'s Dockyard, at 11 o'clock, by the Rev. W. Brown Keer, Harbour Chaplain S. P. G.

The Rev. James Paterson will preach on board the ship Anne Millicent at eleven o'clock.

TELEGRAPH LINE REPORTS.

KURRACHEE, 20th, 12 Noon.—Cable communication perfect to Fao; Turkish line right to Constantinople; and the Persian line interrupted beyond Ispahan. Latest dates from Great Britain, via Turkey, 17th August, via Russia, 13th August.

HURRICANE OFF THE MAURITIUS.

NUMEROUS SHIPPING CASUALTIES.

THE following long list of casualties to shipping is reported in the Mauritius papers received by yesterday's mail. There seems to have been a series of hurricanes between the Cape and Mauritius from the 21st June to the 2nd July, and it is hoped that the accompanying list contains a complete account of all the ships damaged. We sincerely hope that all the ships damaged have been enabled to reach a port of safety, and that no ship may hereafter be posted at Lloyds with that most distressing and unsatisfactory remark—"*not since heard of*":—

The ship French Empire, Clark, master, from Bombay to Batavia, put into the Mauritius 27th July, having experienced a series of cyclones, and has been so badly damaged that at the Surveyor's recommendation she will proceed to London for repairs. The expense of repairing her at the Mauritius would probably exceed her value when repaired.

Several vessels have put in here for repairs. The Iron Crown, from Rangoon bound to Liverpool, is now in the Albion Dock, the rivets of the iron sheathing being loosened in different parts. The Royal Alfred, from Bombay to Zanzibar, is in the Stevenson Dock. The Bordeaux (Fr.,) from Calcutta to Marseilles, the French Empire, from Bombay to Batavia, the Italian bark Simone Stella, from Rangoon to Cork, the North German bark Athena, from Rangoon to Bremen, the schooner Liffey, from Table Bay to Melbourne, the Dutch bark Pantaloon, from Sandalwood, and the Queen of India from Singapore to London are all undergoing repairs.

The bark Queen of India, Captain Ware, from Singapore to London, experienced a violent gale on the night of the 27th June, in lat. 36° 40' S., long. 22° 20' E. A heavy sea struck the vessel, smashing the whole of the bulwarks, sweeping the decks, and starting the covering board three inches to the extent of 12 feet. A seaman, Robert Robertson, was washed overboard and drowned; a life-buoy was thrown to him, and every exertion made to save his life. The pumps were sounded and two feet of water were found in the hold. An attempt was made to nail some canvas over the raised covering board, but it was found impossible, owing to the heavy seas washing over the deck. All hands were put to the pumps until daylight, when there were four feet of water in the hold. The weather abating in the morning some canvas was nailed over the worst part of the covering board, but although all hands continued pumping there were (10 A.M. 28th June) five feet of water in the hold. At this time a sail was seen to leeward, when the captain consulted with the chief mate and carpenter as to abandoning the vessel, the water continuing to gain on her rapidly. It was decided to abandon the vessel, and signals were made to the ship in sight to take the captain and crew on board. The carpenter and four seamen got into the long boat, but before the remainder of the crew could leave the ship the bow of the long-boat was stove in; the captain then told the men in her to try to return on board; the men in the boat, however, preferred to stay in her and cut the rope, when the boat drifted away and shortly disappeared; and as the weather was hazy it is not known whether they reached the ship in sight. The pinnace was then got ready to leave, but as night was approaching the captain was doubtful about reaching the ship in sight, and decided to remain on board his vessel, keeping her before the wind, but expecting she would founder before the morning. The gale slightly abated and the covering board was further secured. There were then seven feet of water in the hold, but after pumping until midnight it was found the vessel did not leak so much when kept before the wind. The men were kept at the pumps, and after 48 hours' pumping the vessel was dry. The captain put his chronometer and ship's papers into the long boat and they are probably lost. He now decided to steer in a northerly direction in the hope of meeting a vessel. On the 3rd July, in lat. 32° S. and long. 32° 30' E., spoke the ship Shannon from Mauritius. Captain Harvey supplied a chronometer, and at the request of Captain Ware sent his carpenter and chief mate to inspect the damage the Queen of India had sustained and to assist in making some temporary repairs. Captain Ware then determined with the advice of Captain Harvey to put back to Mauritius for repairs as the nearest leeport.

Much credit is due to Captain Ware for having brought his ship into harbour again. It is true he had decided to abandon her when he found the water was gaining on her, and when it was the opinion of all on board that she would founder before long probably when no assistance would be near; but as soon as he saw there was a chance of keeping her afloat he gave up the idea. The officers and crew also appear to have performed their arduous duties with courage and patience under trying circumstances.

The Queen of India reports that the Shannon had experienced very bad weather, lost her gig, boat, and part of her bulwarks; crew and passengers all well on board—could proceed on her voyage.

The ship Iron Crown, from Rangoon to Falmouth on the 21st June ultimo, in lat. 35° 5' S. and long. 29° E., about 500 miles from the Cape experienced very bad weather, wind from N. W. to S. W., barometer 29°50. The boats got more or less smashed, cargo damaged, had to throw cargo overboard to get the ship to right, and on the 23rd June bore up for the Mauritius for repairs.

The North German ship Athena, from Rangoon to Bremen: On the 2nd July instant, in latitude 28° 54' S. and longitude 46° 52' E. experienced very bad weather and a heavy sea, wind N. W., W. N. W. and goes round to the S. W., barometer standing at the lowest 29°97', the bad weather lasted 36 hours and the ship sprung a leak, making at first 16 inches of water an hour and went on increasing; had to pump continually, and on the 3rd July bore up to Mauritius for repairs.

By the schooner Grand Porienne, from Rodrigues to Port Louis: On Wednesday the 26th June, at 4 A.M., the barque Neptune, of about 400 tons, Bunel, master, from Singapore with 20,000 planks and sundries for the Mauritius, and to the consignment of Messrs J. D. Campbell & Co. of Port Louis, was lost on the reefs south west of Rodrigues. Two Chinamen and one of the crew were drowned, all the others saved and landed at Rodrigues. The vessel and cargo completely lost. The vessel had 22 Chinese traders for Mauritius.

By the bark Caprice from Tamatave to Port Louis: On the 18th June ult., at about 3 P.M., the American barque Jersey, of about 400 tons, Williams, master, with a general cargo for Tamatave from Boston, was lost on the reefs—north of Tamatave—all hands saved.

CORRESPONDENCE.

TWILIGHT.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Having noticed in your columns a query as to the derivation of "Twilight," I beg to inform the querist that twilight is derived from two Saxon words—*twegn leoth*, signifying doubtful light—*twegn*, doubtful; and *leoth*, light.—Yours, &c., Z.

Breach Candy.

THE COLABA CAUSEWAY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Can any of your readers inform me why the Municipal authorities don't do something towards clearing the stagnant water away which has been lying on the lefthand side of the Colaba Causeway for the space of nearly three months? I am of opinion that if a drain was built to carry the water into Back Bay the public would not be troubled with the offensive smells which arise from the same. The other night, while taking a walk on the Colaba Causeway, I inhaled some very obnoxious smells; and my firm belief is, that should the Municipal authorities take no notice of this, cholera will shortly make its appearance in the vicinity of Colaba.—Yours, &c., C. H. B.

CATHEDRAL VAGARIES.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I live in Meadow Street, and as the Municipal carts, native midnight brawlers, unamiable cats, and various other noises place sound sleep beyond the pale of possibility, I frequently occupy myself in counting the hours as the different neighbouring clocks proclaim them. With the exception of a difference of 20 or 25 minutes in some cases, the private clocks (which can be distinctly heard on a clear night, such as those we have been favoured with during the past week) do their duty very fairly. But there is a great rough voiced fellow, who seems to consider the striking business to be one of the greatest jokes imaginable. When the gun fires, which I take to signify five o'clock, this mechanical wag waits about ten minutes, when he commences his fun. He strikes 1 1 1 1 in the most solemn and dignified manner, but in a few moments afterwards breaks out in a roundelay of two's in the merriest manner. This morning he accomplished twenty very vigorous two's, then a feeble two, then a dreadfully weak "one," something like the "one cheer more" at the mutual-scratch-me-dinners.

Now I have my suspicions that this gentleman belongs to our Cathedral. If such be the case, he ought to be remonstrated with, and informed that such levity is ill-becoming in one occupying the brightest position in that sacred edifice. He deserves a good rap over the fingers.—Yours, &c., LEVER.

THE NEW G. I. P. RAILWAY PERVERSE WHISTLE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—"A Quiet Man" has been permitted to vent his feelings in the *Gazette* about the new invention lately established in the workshop of the G. I. P. Railway at Byculla, and right well has he performed his duty.

The following note, received from a lady yesterday, induces me to trouble you with a few remarks about this Byculla nuisance:—

"I was not feeling well enough to say much yesterday about that letter in the *Gazette*. I am so thankful that some one has at last taken public notice of that frightful noise which is perpetrated at the G. I. P. Railway workshops at Byculla, and which we poor mortals are compelled to endure *four* times every day. One letter will not be sufficient to persuade the inventor of the necessity of blowing his new whistle to atoms, or to encourage the chief railway official that the workshop *music* almost causes the death of many of those unfortunates who live within half a mile of it.

"The statements of 'A Quite Man' are by no means exaggerated. 'The machine,' the writer goes on to say, 'raises its dreadful note, and away it goes vibrating into every room of every house within half a mile and more in Byculla and Mazagon, awakening every sleeping child, distressing every woman, and driving all nervous people well nigh mad.' I know of *one* instance. A lady of my acquaintance went to Poona for a change after a serious illness; she came back considerably improved, but the first morning she heard this unearthly buzz, it made her so nervous, and had such an effect upon her brain, that she began to speak incoherently. She was compelled to leave her house in consequence of the noise. When I came to reside in this locality there was some talk of sending a protest to Mr. LeMesurier—first one gentleman was going to do so, and then another. None has come for my signature, and I suppose that Mr. Jenkins is depending on Mr. Jones, and Mr. Jones on Mr. Jenkins.

"I was informed upon respectable authority, that the inventor of the Armageddon whistle has been authorized, commissioned, and directed to make another and bigger whistle for the Company, one that will make a louder and more unearthly noise. Can human perverse ingenuity further go?

"I am sure if I had been tormented with such a noise during my late illness I would have driven clean mad. We poor ladies and our children get the full benefit of this wretched din. It is too bad. The climate is surely enough for us to contend against; and it is not everybody who lives in this delectable quarter of Bombay who can go to Poona and Matheran every season to get up their nervous constitutions into a condition to resist the intentions of the G. I. P. inventors.

"Pray excuse me taking up your time with this subject, but it is really a matter for some one to stir up, and if Coroner's inquests can be diminished in number, it is everybody's duty to help to do so. I do not know whether the Coroner is paid for his work by the job, but am assuming that he is not, and if he is not, it is his duty to lessen the number of inquests if he can.

"Oh that I had a friendly acquaintance with Dr. Lumsdaine and Mr. LeMesurier!! I would invite the early gentleman to *Chota Hazree* at 8 A.M., and the meridian gentleman to tiffin at 1 P.M.; I would show them my little girl pale and shuddering during the operation of the auditory and general nervous infliction, and enquire whether that punishment and that suffering were essential to gather together the workpeople of the G. I. P. Railway?"

I can add nothing that would give additional force to this note. It explains the barbarity of the proceedings at Byculla quite clearly, and must surely have its effect in suppressing the nuisance, for a nuisance it is, and one of the first order, not excelled, I believe, in the case of the gentleman who considered himself worried with the piano music of a neighbour whose daughters never closed their instrument until 11 P.M., and who revenged himself upon them by inventing a diabolical brass instrument, whose notes all the London magistrates and superintendents of police were called upon to listen to, in order to convince themselves of the viciousness of human invention when genius is turned in the wrong direction. The London reporter of the trial declared the music of the brazen horn to be indescribable; but added, that for jarring the feelings, disturbing the temper, and deranging the nervous system it was unequalled. Perhaps the Byculla workshops have succeeded in out-Heroding Herod. The "machine" and its feed-boiler should be carried into Mr. Connon's office, and the music set agoing just as His Worship is about to consider his verdict. The ladies in Byculla and Mazagon would wish for nothing more if the word "nuisance" is to be found in the Penal Code.

BYCULLA

20th August.

COMPULSORY VACCINATION.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In the *Gazette* of this morning I see two paragraphs referring to "Dr. Lumsdaine's reply to the objections raised by the Bombay Association against the practice of compulsory vaccination which is now before us. It is a long, able, and convincing document and must do great good." Now, I would not have taken any notice of this if the paragraph had not immediately been followed by another, in which it is made to appear as if the letter referred to had been the means of altering the opinion of the Bombay Association. The first paragraph is separated from the second by of the usual thin black line, and they might just as well have been united together, and then it would have been clear that you think the credit of converting the Bombay Association is due to Dr. Lumsdaine's letter. The second paragraph runs thus:—"We are glad to learn that the Bombay Association have resolved, after much pondering, that vaccination should be enforced by law. This decision is creditable to their good sense. We have no doubt that the Act will be framed with great care and worked with tact and forbearance."

These two paragraphs taken together would lead most of your readers to infer that Dr. Lumsdaine's letter had *alone* caused the Bombay Association to change their opinion—such an inference would be unfair to Dr. Pinkerton, and I know Dr. Lumsdaine is the last man who would rob another of his due. To prevent any mistake in this matter, I will very succinctly state the whole circumstances.

In the annual reports on vaccination for the years 1866 and 1867, Dr. Arnott drew the attention of Government to the large number of deaths from small-pox, and suggested that vaccination should be made compulsory as the only and best means of checking the disease and deaths from it. On the Bombay Association being requested to favour Government with their opinion on the subject, that body, for certain reasons, did not consider that the time had yet arrived for passing a Vaccination Act for the town and island of Bombay. Dr. Pinkerton suggested that the papers on the subject of compulsory vaccination should be referred back to the Bombay Association for reconsideration, and he also offered to meet the committee in order to explain the advantages as well as the urgent necessity for a Vaccination Act for the Island of Bombay. Thereupon Government passed resolution No. 1285 of 29th May, authorizing Dr. Pinkerton to put himself in communication with the committee of the Bombay Association; and on the 29th June last Dr. Pinkerton met the committee and held a conversation with them regarding vaccination in nearly all its aspects, and with particular reference to the advisability of making vaccination compulsory in Bombay. The result of this meeting was that the committee addressed a letter to Dr. Pinkerton, and another to Dr. Lumsdaine, asking for any statistics "showing whether since the introduction of compulsory vaccination in the different countries of Europe the death-rate from all causes has decreased and to what extent, and if such decrease is attributable chiefly to compulsory vaccination or other causes." Dr. Pinkerton's reply appeared a few days ago in the *Gazette* and *Times of India*, and you promise to give us Dr. Lumsdaine's also shortly. On the 11th instant the Government was informed by the secretary to the committee of the Bombay Association that—"With reference to the resolution recorded by Government on the 29th May last, authorizing Dr. Pinkerton, Superintendent General of Vaccination, to put himself in communication with the committee of the Bombay Association, I have been instructed by the committee to state for the information of H. E. the Right Hon'ble the Governor in Council, that on reconsideration the committee are of opinion that it is advisable to make vaccination compulsory in the town and Island of Bombay," &c.

I think I may inform you that Dr. Pinkerton has been directed by Government to submit a draft bill; and that officer is about to proceed to Europe on three months' privilege leave to learn something about the working of the Vaccination Acts of England, Scotland, and Ireland before drafting the Bombay Vaccination Bill.—I am, &c., CONATUS.

19th August.

[Out of respect for the gentleman who sent this letter, we print it; but at the same time must remark that it is a remarkable example of acute susceptibility. We never said and never implied that the Bombay Association were converted by Dr. Lumsdaine's report. We could not have thought it even, because the conversion was known to us at a moment when we knew Dr. Lumsdaine's report had not been sent in. In an article written two days ago, and already in type when the letter of "Conatus" arrived, we stated our views—we let that article stand without alteration.]

WEATHER REPORTS.

MANGALORE, 20th, 12 Noon.—Weather fine, wind west-south-west, thermometer 80·25, rain-fall 119.

TUTICORIN, 20th, 10 A.M.—Weather fine, wind south-westerly, thermometer 88, barometer 29·85.

CARWAR, 20th, 9 A.M.—Weather cloudy, wind south-westerly squally, thermometer 78, barometer 29·92, rain-fall 2 inches.

VINGORLA, 20th, 10 A.M.—Weather cloudy, wind west strong, thermometer 80, rain-fall 95 cents.

CANNANORE, 20th, 10 A.M.—Weather rainy, wind north-west moderate, thermometer 76, barometer 29·920, rain-fall 9 cents.

ARRIVAL OF THE ENGLISH MAIL OF JULY 30.

ABOUT 8 o'clock yesterday morning, the P. and O. Co.'s s. s. Baroda, Captain A. Parish, arrived in harbour, bringing the English mail of 30th July. The Baroda sailed from Suez on the 8th instant, and from Aden on the 13th. She brings the following passengers:—

From Southampton—Mr. and Mrs. Barnett and two infants, Mr. Swanseger, Ensign Hamilton, Messrs. F. W. Grenfell, S. Alexander, Parfitt, Edwin Sund,a d A. Thucy.

From Marseilles—Messrs. J. Nugent, G. Cowper, and C. Fine.

From Suez—Lieut. Col. and Miss Baillie, Capt. Stewart, Hsvildar Nutta Sing, and Private Sheik Ismal.

HEADS OF INTELLIGENCE.

(*Home News*, July 30.)

HER MAJESTY remains at Osborne. The Prince and Princess of Wales with their family have left for the German Baths.

The Irish Church Bill has received the Royal assent, and the feeling against it appears to be now composed.

The Duke of Argyll has made the Indian Finance Statement in the House of Lords. The chief feature in it is that the Government will undertake the construction of railways by borrowing money at 1 per cent. less than is paid to the guaranteed companies.

Mr. Gladstone has been so ill from excitement and fatigue, that he has been unable to be in his place in the House of Commons the whole of this week. The Premier is now recovering.

It is expected that Parliament will be prorogued on August 10.

The Channel and the Mediterranean fleets are to be united about the end of August for a cruise under the Lords of the Admiralty.

The committee of the House of Commons has decided in favour of Carey-street as the site for the new law courts.

The French army is, by means of furloughs, to be practically reduced by about 36,000 men.

There has been a Carlist outbreak in Spain, but it seems to have been easily suppressed.

The Indian Field Artillery Committee have made a preliminary report.

Mr. Massey, the late Finance Minister for India, is about to become a candidate for an Irish borough.

Mr. Grenville Murray failed to appear at the police-court to answer the charge of perjury, and his bail has been estreated.

The Rev. Dr. Jobson is the new President of the Wesleyan Methodist Conference.

The International University Boat Race is fixed for some day between the 23rd and 26th August.

Dr. Temple, of Rugby, has declined the deanery of Durham.

Mrs. Howard's claim to the Wicklow peerage for her son is engaging the Committee of Privileges, and some curious evidence has been given.

Mr. Peter Coats, of Paisley, Mr. Panizzi, of the British Museum, and Lieut.-General Sabine have been knighted.

Dr. Norman Macleod is appointed Dean of the Order of the Thistle and Dean of the Chapel Royal in Scotland.

A debate has taken place in the House of Lords on New Zealand affairs: Government adhere to their refusal of military aid.

The cost of the new lighthouse on Basses Rock, Ceylon, £70,000, is to be guaranteed by the British and Indian Governments conjointly.

The Goodwood Stakes were won by Mr. Day's Starter, and the Cup by Baron Rothschild's Restitution. The Steward's Cup was won by Mr. Peck's Fichu.

Sir Peter Tait and Co., army contractors, have suspended—unsecured liabilities, £133,000; assets, £202,000. Estate to be wound up under inspection.

The following names appear in the obituary of the week:—

In her Majesty's Indian Army: Major-General B. Farquhar, Retired List, Bombay Army.

Miscellaneous: Vice-Admiral George H. Seymour, C.B., M.P.—General Chamberlayne—The Honourable John Jocelyn—Deputy Lott—the Honourable Seymour Liddell—Vice-Admiral Edwin Ludlow Rich.

ENGLISH NEWS TO THE 31ST JULY.

[THROUR MR. REUTER'S AGENCY.]

LONDON, SATURDAY, 31ST JULY.

MR. BAINES drew the attention of the House to memorials recently laid before the India Office recommending the construction of a railway from Rangoon through British Bûrmah to Western China, and asked whether the survey commenced in 1867 is to be completed, and what other steps are to be taken for the construction of a railway or telegraph.

Mr. Serjeant Simon spoke strongly in favour of an undertaking which would open out new fields for British commerce.

Sir S. Northcote confessed to the responsibility of having stopped the survey ordered by his predecessor when it had reached the limits of our own territory, and explained his reasons—for the most part, political. It would have mixed us up with the quarrels between the King of Burmah and subjects of his then in rebellion; and it would have given a colour to the idea that the Government was favourable to a policy of annexation. Besides, a survey was useless unless we could see our way to the construction of the railway, of which there was no chance except with a British guarantee, which was hopeless.

He had acted entirely in accord with the Indian Government, which had to consider these questions in their high political aspect, and not merely in their relation to the development of commerce. Admitting the importance of promoting land communications between India and China, he urged the House not to press on the Indian Government any injunction which might

selves in the water, have proved fruitless. He has as a last resource requested Mr. Howard, the district superintendent of police, to wait on the secretary of the company, with a view to bring about an alteration. The evidence against the prisoner was of the usual description. The prisoner got over the railings of the bridge, plunged into the dock, and was got out with great difficulty alive.

Mr. Paget remanded her for a week.

THE GREAT EASTERN.

The Great Eastern, under the command of Captain Halpin, arrived at Sheerness on July 26, and afterwards anchored in the Medway. Immediate steps were to be taken for placing on board the Anglo-Indian cable, which is to be laid between Aden and Bombay, a large portion of which is now completed by the Telegraph Construction and Maintenance Company.

THE BALANCE-SHEET OF THE UNITED KINGDOM.

An account of the gross public income of the United Kingdom in the year ending the 30th of June, 1869, shows that the total was £73,155,032. The account of the year's expenditure has also been issued :—Interest of the debt, £26,636,615 ; civil government, £10,760,695 ; army, £14,495,400 ; navy, £16,873,853 ; Abyssinian Expedition, £4,500,000 ; cost of collection of Customs and Inland Revenue, £2,566,491 ; Post-office, £2,368,885 ; packet service, £1,206,338—making in all, £73,408,259, or £253,227 more than the income. There has also been an expenditure of £425,000 on fortifications, specially provided for.

HEALTH OF Mr. GLADSTONE.

After, and probably in consequence of, prolonged anxiety and tremendous work, Mr. Gladstone's health gave way on Thursday, July 22. By the assistance of some palliative treatment he was enabled to leave his bed on Friday for the purpose of watching the debate and making his now celebrated speech. Excitement for a time sustained him, but when that was over his malady (diarrhœa) recurred with great severity. He went to Chiselhurst on Saturday, and in consequence of a chill and some over exertion he suffered from a slight relapse. He is now progressing favourably, but is too anxious about his official duties for a rapid recovery of strength.—*The Lancet.*

BARTERING FOR CUBA.

We learn from the *Manchester Guardian*, of July 30, that "negotiations are being secretly carried on between the Government of the Regent and that of President Grant for the renunciation by Spain of her sovereign rights in Cuba. America would gladly pay a large sum for the possession of the island ; but, without the consent of the inhabitants, this transfer would hardly be recognised by England or France. The project, therefore, is to declare Cuba independent, and to secure her neutrality until such time as a majority of the creoles may see reason for casting in their lot, for better for worse, with the United States."

COMMUNICATION VIA BRINDISI.

The following extract from the *Official Gazette* of Florence has been published at home by direction of the Earl of Clarendon :—From the 1st of August next there will be each Sunday a special train from Susa to Brindisi, which, leaving Turin about midnight, will convey travellers to Brindisi, so that they may catch at 1 A.M. the steamer for Alexandria in the event that by any delay in the arrival of the international train at Susa the journey cannot be made by the ordinary train leaving Turin at 9.40. Upon the return journey, if the steamer from Alexandria should not arrive at Brindisi on the Thursday, about 4 A.M., a special train will convey the travellers to Turin and Susa in time to catch the international train from Susa to St. Michel.

THE LONDON GAZETTE,

Friday, July 30.

Foreign Office, July 24.

The Queen has been graciously pleased to appoint George Francis Birt Jenner, Esq., now a Third Secretary, to be a Second Secretary in Her Majesty's Diplomatic Service.

Whitehall, July 29.

The Queen has been pleased to direct Letters Patent to be passed under the Great Seal granting the dignity of a Knight of the United Kingdom of Great Britain and Ireland unto James Cockle, Esq., Chief Justice of the Supreme Court of the Colony of Queensland.

The Queen has been pleased to present the Reverend George Turnbull, M.A., to the church and parish of Dailly, in the presbytery and county of Ayr, vacant by the transportation of the Reverend Cornelius Giffen to the church and parish of Trinity College, Edinburgh.

STORY OF A PRINCESS'S TROUSSEAU.

A rather amusing story comes from Stockholm about the Princess Louisa, daughter of the King of Sweden, who was yesterday married to the Crown Prince of Denmark. The Princess's *trousseau* and wedding presents were laid out in several rooms of the Palace, where privileged persons were allowed to come and see them. Of course it was strictly forbidden to touch any of the exhibited articles. Amongst other visitors came two ladies, one of whom, quite young, put out her hand and began to finger the bride's dress, making some remarks on the material of which it was made. Suddenly she felt herself tapped rather sharply on the shoulder, and the severe voice of a countess in charge demanded if she had not observed the order that nothing was to be touched. "Oh, yes, I observed it," answered the young lady, turning round. What was the amazement of the countess to discover that this was no other than the Princess Louisa herself! A good-natured laugh on the part of the Princess put all to rights.—*Globe*, July 30.

SINGULAR CALAMITY AT ENGHIEN.

On July 29 a sad catastrophe occurred at the sulphurous springs which attract so many visitors in summer to the lake of Enghien. A workman, whose business it was to clean the pipes for the conveyance of the spring waters to the drinking establishment, fell into the principal reservoir. A stoker, named Delune, who happened to witness the accident, stooped down over the sulphurous water, and suffocated by its fumes, fell into the reservoir. Seven other employés of the establishment, attracted by the crowd which had assembled, successively, in attempting the rescue of their predecessors, followed their example and fell into the reservoir. By the time all these victims had disappeared, the lookers-on organised a more rational system of rescue. The seven bodies were extricated from the reservoir, and three in time to restore them to life. The workman whose fall had caused the subsequent accidents was dead, as also Delune, a mechanic named Legrand, and Francois, one of the servants belonging to the baths.—*Paris Letter.*

THIRTY-SIX BALES OF TOBACCO SMUGGLED ON THE SERAPIS.

Thirty-six bales of unmanufactured tobacco—so says the official report—were found on board her Majesty's ship Serapis last November, designed for smuggling ashore at Portsmouth. By whose connivance or negligence was this capital scheme devised and all but carried out. One can understand how a few pounds of the precious weed could easily be got on board and concealed ; but thirty-six bales! What officer or officers were responsible for the superintending of the taking in stores at Alexandria, at which port the tobacco was brought from shore? Was it a midshipman, or a sub-lieutenant, or a lieutenant, or a master, or a joint-stock association of petty officers and men, who achieved the masterly stroke? As to the officers and men of merchant vessels, who still carry on the old smuggling trade wherever they have a chance, they must be left to the tender mercies of the revenue officers, when they are found out. But the officers of the Royal Navy stand on a totally different footing.—*Pall Mall Gazette.*

THE BOXER CARTRIDGES.

A very startling report was lately circulated to the effect that all the Boxer ammunition for breachloading Snider rifles in India had become unserviceable. In money value alone these stores represented a sum of some sixty thousand pounds ; it was natural, therefore, that a question should have been asked in the House about them. It appears that the Boxer ammunition in India has deteriorated from the effects of climate. Atmospheric moisture has penetrated the cartridge, and the powder becoming damp has acted chemically on the metal of which the case is composed. The appearance of the sheet brass forming the case is that of a sieve—*i.e.*, it is perforated with minute holes, and in proces of time the metal would doubtless entirely disappear. The bullets have also been corroded, and the iron base disc rusted. Still the cartridges are in our opinion far from being unserviceable. Deteriorated they are no doubt, but they cannot be condemned as useless. The Boxer cartridge depends mainly for its strength on the base cap, and if this be sound it matters little, as far as safety is concerned, what may be the condition of the body of the cartridge. We have seen Boxer cartridges that to all appearances were utterly unserviceable, the bullets being out of all shape, and corroded to a degree, the iron base discs eaten into with rust, and the coiled case almost rotted away and crumbling to pieces—yet these hapless looking cartridges acted by no means badly. They were fired without any casualty, and although the figure of merit attained was not A 1, still the shooting was very fair. These cartridges were returned from the Coast of Africa, where they had accidentally been under sea-water for some time. We have no doubt that remedial measures will be taken to correct the defects in the Boxer cartridge, and that there will be little difficulty in effecting the necessary alterations. A supply of new ammunition, packed in air-tight cases, will probably be sent to India with the least possible delay, and the present ammunition withdrawn by degrees or used up in practice ; and we learn with much satisfaction that a committee, consisting of Colonel Wray, C.B., R.A., Colonel Boxer, R.A., and Mr. Abel, the chemist of the War Department, has been appointed to consider and report on the best means of packing ammunition for India.—*Globe*, July 30.

HOAXED.

As a rather absurd joke, the *Madras Times*, of June 16, contained some imaginary promotions and proceedings, under the head of "Gazette Extraordinary, April 1, 1870." Strange to say, a portion of this nonsense, in the form of a report of a court-martial on Colonel Mustard, with remarks by the Commander-in-Chief, was published as a genuine extract from official sources in the *Asiatic* with an editorial note of some thirty lines, repeating the story ; and concluding with a touching appeal for the "veteran" whose future prospects had been blighted. The *Morning Star* then took the matter up, telling officers composing Indian court-martials "to be careful," and finding the comments of the Commander-in-Chief "too remarkable not to be given *in extenso*." Thus far, the matter might have rested without any remark from us, but the *Army and Navy Gazette* quotes the short article from the *Star*, and hence we think it worth while to announce, lest further misunderstanding arise, that the whole affair, as the *Star* subsequently finds out, is a "scandalous hoax." The *Star* magnanimously gives the *Asiatic* credit for misleading, and somewhat severely says, the hoax is "transparent enough to Indian readers."—*Overland Mail.*

A PARISIAN DUEL.

The duel between Mr. Reginald Russell and M. de la Poeze came off at Chantilly on Tuesday, July 27. Small swords were chosen, and it was agreed that the fight should continue till one of the men was incapable of holding his weapon. A couple of pocket-handkerchiefs having been thrown on the ground at a distance of 20 paces from each other to mark the lines to which either party might give way, swords were crossed, and on the word "*allez*" being given the combat commenced. M. de la Poeze attacked with such vigour that he exposed himself to his adversary and received a wound in the neck, but as it was simply a scratch, from which the blood, however, flowed rather freely, the fight went on. Again the Frenchman assumed the offensive, and again he was touched by his adversary's sword, this time in the arm, but the hurt was trival, and a third appeal was made to the god of battles. Regardless of his punishment M. de la Poeze again forced the fighting and with such vigour that he drove Mr. Russell to within a yard of his handkerchief ; the latter gentleman now thought it high time to change his tactics, and making a successful lunge, he wounded his antagonist in the chest. M. de la Poeze fell, and the affair was over. The victim in this encounter, though slightly touched in one of the lungs, is not thought to be in danger, and before Mr. Russell left the ground he desired to shake hands with him. The Helen of the quarrel has gone to Germany to drink the waters.—*Pall Mall Gazette.*

AN ARMY OF PRIESTS.

The ecclesiastical authorities of Rome have just published a census for the present year. These statistics show that the regular clergy is composed of 2,265 persons, thus divided :—Cardinals, 32 ; bishops, 26 ; priests and clerks, 1,366 ; and students at the ecclesiastical colleges, 841. The religious communities count 5,215 souls, 2,959 men and 2,256 women. The lay population amounts to 197,198 ; soldiers in garrison, 10,207 ; prisoners under sentence, 328 ; Protestants, 637 ; and Jews, 2,682, making a total of 220,532, or an increase of 3,154 over the year 1868. The number of families is 42,515, or an average of rather more than five persons to each. Males are more numerous than females, the figures being 118,873 and 101,659 respectively. Longevity is greater among the latter ; of persons who have attained the age of 70 to 80 the women count 2,367, and the men 2,144 only ; from 80 to 90, 556 and 495 ; and between 90 and 100, 55 and 34. The number of cardinals residing in the Eternal City has remained nearly the same during ten years, never having been below 29 nor above 34 ; at present it is 32. The same remark does not apply to the bishops, who have never been so few. In 1864 they counted 40 ; at this moment there are no more than 26. Priests and regular clerks have also diminished during the last decennial period, the number never being so low. In 1864 it was 1,504 ; at present it is 1,366. On the other hand, the members of religious communities have augmented ; in 1860 the males were 2,390, and the females 2,031 ; the progression has been constant, and the figures now are 2,959 and 2,256. This increase is naturally explained by the confiscation of the Church property in Italy, and the expulsion of the monks and nuns from their monasteries and convents, many of them having sought an asylum in the capital of Christendom.—*Globe.*

FAILURE OF DOCK WORKS AT LIVERPOOL.

Workmen are now employed on the west or river side wall of the Canada Dock, one of the most northerly and most recently-constructed of the Liverpool docks. They are engaged in building a new river wall, exterior to the older or external wall of the dock, the foundation of the old wall having given way along its whole length. The Canada Dock, which was opened in 1858, is of great size, its water area being 17 acres 4,043 yards, and the wall in question measuring 1,500 feet in length, with a depth of about 35 feet. About twenty feet from the outer edge of the river wall a massive enclosing wall of brick was built along the whole length of the river wall, and this enclosing wall following the subsidence of the more ponderous substructure, has become contorted in a most extraordinary manner, some of the fissures measuring two feet in width, giving unmistakable evidence of a dangerous slipping of the foundations of the principal fabric. The Canada Dock, which is chiefly used for the accommodation of the timber trade has given strong evidence of instability in the foundations of its breast walls. Four or five years ago the east breast wall gave way to such a degree that it had to be taken down and rebuilt. At the same time the west or river wall also gave indications of instability, to remedy which defect the packing at the back of it was removed, and strong tiers of iron were passed from the front wall backwards, and secured to braces embedded in the solidity of the pier ; the packing was then replaced, and it was supposed that any further shifting was fully provided against. This, however, turned out to have been a mistake. The strong iron tiers consequent on the strain to which they have been subjected, are found to have been snapped, and the breast wall to have slidden gradually forward. It is hoped that the operation now in progress for securing the permanent stability of the structure will be sufficient to secure that object.—*Globe*, July 30.

THE LATE ACCIDENT ON THE BOMBAY AND BARODA RAILWAY.

Mr. J. A. Baynes, Secretary to the B. B. and C. I. Railway Co., wrote to *The Times*, on July 28, in reference to the accident which occurred on the railway on the 28th June, caused by a buffalo getting under the cattle-guard of the engine. He says—

I should not have troubled you with this communication except for the censure on the management of the railway in the extract from Colonel Strachey's report on railway accidents in India in 1868, in which he says, speaking of the subject of fencing, "It is known to have been deliberately neglected on the Bombay, Baroda, and Central India Railway."

In reference to this complaint I have to say,—

1. That neither expense nor labour have been spared in the original construction of the railway to make an efficient fence—either post and rail, live quick, babool, or iron wire.

2. That it has been found almost impracticable to protect this fence from the thefts of villagers and the incursion of cattle.

3. That practically no fence can keep buffaloes and such cattle entirely off the line.

4. That fencing is rather an evil than a good in preventing the retreat of cattle when once on the line. This is the view acted on in most of the Continental and American lines, where fencing is the exception and not the rule. Most old Indians agree, too, in its truth with regard to India.

Notwithstanding these views held by the directors, they have provided an iron wire fence at a very heavy cost, and it is being erected on those parts of the line where it appears most needed.

This is the only case of failure in the use of the cattle-guards attached to the engines, which in hundreds of instances has successfully thrown off the cattle from the line, and it would be premature, until the full details of the accident are received, to make further observations on the subject.

The directors deeply regret that the immunity from fatal accidents to passengers on this line should thus have been unfortunately interfered with.

AN EPISODE OF CONVENT LIFE.

The telegraph lately made us acquainted with the fact of certain riotous proceedings at Cracow directed against the directors of a convent in that city. The *Neue Freie Presse* of Vienna now informs us of the causes of the angry feeling. The Criminal Tribunal of Cracow having received anonymous information that in a convent belonging to the order of Barefooted Carmelites a nun had been imprisoned for many years, a judicial Commission, furnished with due authority from the Bishop, was appointed to ascertain the facts of the case. Having obtained admission to the convent, after some resistance on the part of the nuns, the Commissioners visited the cells which were found to be untenanted. Coming at last to an iron-barred door, they demanded the key, which was refused by the nuns on the ground that the door was never opened, and that the lock was completely immovable through rust. The Commissioners insisting, the door was at last opened, and a frightful spectacle was presented to their view. In a space of less than four feet long and two feet wide, in complete darkness, lay an almost shapeless and repulsive heap, which was found to be the naked living skeleton of a woman, whose body was incrusted with a thick coating of dirt and filth of all kinds. This woman was Barbara Ubrick, born in 1817, who entered the convent as a nun in 1841. Since the year 1848 she had been confined in this hole. At the sight of human beings the unfortunate creature, drawing her hand across her forehead and eyes, exclaimed, "Why do you not give me the coffee which you promised me two years ago." She then launched into an outburst of reproach, couched in the grossest terms. The Bishop *in partibus*, having been sent for, made his appearance, and was received by the unhappy victim with loud curses, but by announcing himself as having come to release her she threw herself at his feet. The Bishop, indignant at the scene, questioned the inmates of the convent, who declared that the poor wretch was an insane nun, who tore up all her clothing, to which the Bishop replied that 24 hours of such imprisonment would make him insane. The miserable woman was removed to an hospital, but the story of her treatment caused great excitement and led to threatening demonstrations against the convent.—*Home Paper.*

EXTRAORDINARY CAPTURE OF WHALES

To the Editor of "The Times."

Sir,—I send you the following account of a whale chase, believing it will be interesting to many of your readers :—

This morning, at about 3 o'clock A.M., while sleeping on board my yacht in Stornoway harbour, I was awoke by a loud noise of men shouting and hammering near the yacht. I went on deck immediately, when I observed a number of men in three or four boats attempting to drive a shoal of large fish (numbering, perhaps, 200) towards the shore. The fish, which were evidently of the whale species, were blowing, and constantly rising to the surface of the water ; they turned towards the sea, and were closely followed by the boats, which shortly turned them again towards the mouth of the harbour. The movement was repeated several times, and after a while some other boats well manned appeared. The scene now became still more interesting, for the whales, being more hardly pressed, made a brilliant dash toward the sea, going away at a terrific pace in a straight course for the open sea, the speed appeared to be nothing less than 40 miles an hour, the water rising in misty foam as they cut their way through it. The course the whales were taking left little hope for the success of their pursuers, but coming upon a point of land which shoaled the water a sudden turn to the right brought them again in the direction of the harbour ; an hour or two soon passed, and the fishermen of Stornoway, becoming aware of what was going on, began to join in the chase, and a dozen boats were soon in pursuit, the whales now making away for the distant part of the bay, and, again baffled by the projecting points of land bending the course of the deep water, returned upon their pursuers again and again. It was now nearly 9 o'clock, and it appeared as if every human being in the town were bent on making the capture of so valuable a prize. Boats containing men, women, and children flocked to the scene of action, and soon 50 rowing and sailing boats were engaged in the chase, and as the rowers became exhausted by the tremendous exertion of long-continued and fast rowing of heavy boats they were relieved by relays from the people on shore ; the numerous fishermen who first joined in the sport were replaced now by bakers, butchers, masons, carpenters, women, and children. The shops were closed and the town deserted ; and so the hunt continued. 10, 11, 12, and 1 o'clock came, and, certainly, if the inhabitants of these islands are as persevering and as indefatigable always as they have proved themselves to-day, they deserve to be the most prosperous people in the world. Not an instant were the whales permitted to rest ; continually harassed, from having been timid in the extreme when first attacked, they now became careless of their enemy, and allowed themselves to be struck by the oars as they rushed past the boats to escape from the various creeks into which they had been pressed. At 3 o'clock P.M. they were dislodged from a position which they had maintained for some hours in a distant part of the bay or outer harbour, and were driven about a mile towards the inner harbour. Again they made several attempts to escape, but by an unlucky turn they rushed over shoal ground, and now the most exciting time of the day came. Maddened by the difficulty of moving in shallow water, the whales dashed frantically from side to side, raising the sea into violent breakers as though a gale had disturbed the water, rocking the small trading vessels to and fro as they approached. The boats now began to come up in numbers, the whales were blinded by the commotion they had created, thickening the shallow water. Having kept closely united during the whole day, the shoal now became divided ; they seemed, as it were, to become at once bewildered, and allowed themselves to be goaded by the boats to the shore, to be despatched one by one by the fisherman.

I will not attempt to describe what is still going on ; suffice it to say that, as far as I can judge, and from the opinion of the fisherman, there will be at least 200 whales taken ; half that number are already killed, and as many more are safe within the harbour. The whales are, I believe, all of one kind, known as the bottlenose species ; they measure in length from 10ft. to 21ft. The fishermen will make a great gain by this prize, and they well deserve it. The chase from the first, until the whales were driven within the inner harbour, lasted upwards of 13 hours, commencing at 2 o'clock A.M., and the first being killed soon after 3 P.M. It is said to be 17 years since a shoal of whales has entered this bay so far ; the event of to-day has been the most exciting thing I have ever seen,—a scene seldom witnessed and one never to be forgotten.

Since writing the above I learn that 175 whales are already killed. The value, I understand, is estimated at upwards of £700.—I am, sir, yours truly,

G. F. Muntz.

Royal Thames yacht Waterlily, Stornoway, July 23.

MILITARY APPOINTMENTS.

(*London Gazette*, July 30.)

War Office, Pall Mall, 30th July, 1869.

Royal Regiment of Horse Guards—Lord Henry Arthur George Somerset to be Cornet, by purchase vice Dundas, promoted. Dated 31st July, 1869.

7th Dragoon Guards—Surgeon Andrew Knox Rickards, from 87th Foot, to be Surgeon, vice Surgeon-Major Robert Marshall Allen, who retires upon half-pay. Dated 31st July, 1869.

15th Hussars—Cornet Thomas Davison to be Lieutenant, by purchase, vice the Honourable A Frederick Hood, who retires. Dated 31st July, 1869.

Arthur Thomson Middleton, Gent., to be Cornet, by purchase, vice Davison. Dated 31st July, 1869.

16th Lancers—Ensign Somerset Albert Middleton Smythe, from the 34th Foot, to be Cornet, vice Reid promoted. Dated 31st July, 1869.

21st Hussars—Lieutenant F. Bruce Prinsep to be Captain, vice Arthur Vincent Dumbleton who retires upon a pension. Dated 15th March, 1869.

Royal Artillery—Lieutenant William Francis Moore Hutchinson to be Second Captain, vice E. W. Sandys, placed on temporary half-pay. Dated 31st July, 1869.

Lieutenant Frederick Campbell has been permitted to resign his commission. Dated 31st July, 1869.

Military Train—Lieutenant James Simpson has been permitted to retire from the Service by the sale of his Commission. Dated 31st July, 1869.

7th Foot—Captain W. B. Colvin, who exchanged from 5th Dragoon Guards, has been permitted to receive a portion of the former difference between Cavalry and Infantry commissions.

11th Foot—Lieutenant John Hitchens Bamfield to be Captain, without purchase, vice Francis Armstrong, deceased. Dated 7th June, 1869.

17th Foot—Lieutenant-Colonel Alexander Hugh Cobbe, from the 20th Foot, to be Lieutenant-Colonel, vice D. L. Colthurst, who exchanges. Dated 31st July, 1869.

Surgeon William James Ingham, from the 64th Foot, to be Surgeon, vice Francis Odell, who exchanges. Dated 31st July, 1869.

20th Foot—Lieutenant-Colonel David Latouche Colthurst, from the 17th Foot, to be Lieutenant-Colonel vice A. H. Cobbe, who exchanges. Dated 31st July, 1869.

34th Foot—Ensign William Watson to be Lieutenant, by purchase, vice Joseph Edward Savill, who retires. Dated 31st July, 1869.

Somerset Albert Middleton Smythe, Gent., to be Ensign, by purchase, vice Watson. Dated 31st July, 1869.

39th Foot—Ensign Maurice Baptist Luby to be Lieutenant, by purchase, vice Francis Fladgate, who retires. Dated 31st July, 1869.

Gentleman Cadet Hugh Claude Edward Lucas, from the Royal Military College, to be Ensign, by purchase, vice Luby. Dated 31st July, 1869.

42nd Foot—Captain Egbert William Cooper, from the 2nd West India Regiment, to be Captain, vice Haynes, who exchanges. Dated 31st July, 1869.

50th Foot—Ensign Arthur Hunt to be Lieutenant, by purchase, vice Wilson, promoted. Dated 31st July, 1869.

51st Foot—Gentleman Cadet Henry Leycester Aylmer, from the Royal Military College, to be Ensign, by purchase, vice the Honourable C. D. Home, transferred to the Rifle Brigade. Dated 31st July, 1869.

53rd Foot—Surgeon Philip Henry Eustace Cross, from half-pay, late 58th Foot, to be Surgeon, vice Robert McNab, M. D., appointed to the Staff. Dated 31st July, 1869.

64th Foot—Surgeon Francis Odell, from 17th Foot, to be Surgeon, vice William James Ingham, who exchanges. Dated 31st July, 1869.

69th Foot—Lieutenant Allan Joshua Kentish to be Captain, by purchase, vice Edward Marwood Vincent, who retires. Dated 31st July, 1869.

Ensign William Ronald Donald Scott Glendonwyn to be Lieutenant, by purchase, vice Kentish. Dated 31st July, 1869.

87th Foot—Lieutenant Edward Augustin Swainson to be Captain, by purchase, vice Alfred Herbert Hugh Smith, who retires. Dated 31st July, 1869.

Ensign Wadham Sales Terry to be Lieutenant, by purchase, vice Swainson. Dated 31st July, 1869.

The Honourable Eustace Deverenx to be Ensign, by purchase, vice Terry. Dated 31st July, 1869.

Staff Surgeon-Major Frederick Douglas, M.D., to be Surgeon, vice Surgeon Andrew Knox Rickards, appointed to the 7th Dragoon Guards. Dated 31st July, 1869.

91st Foot—Major John Sprot, from half-pay, late 83rd Foot, to be Major, vice W. Benjamin Battiscombe, who retires upon temporary half-pay. Dated 31st July, 1869.

107th Foot—Quartermaster Serjeant Samuel William Tempest, from 81st Foot, to be Quartermaster, vice Lyne, who has retired on a pension. Dated 31st July, 1869.

109th Foot—Ensign George Brougham Austin, from 101st Foot, to be Ensign, vice Baugh, a Probationer for the Indian Staff Corps. Dated 31st July, 1869.

Rifle Brigade—Lieutenant the Honourable C. Ellison Edwardes to be Captain, by purchase, vice William Norris, who retires. Dated 31st July 1869.

Ensign Edward Annesley Pegge Burnell to be Lieutenant, by purchase, vice the Honourable C. E. Edwardes. Dated 31st July, 1869.

Ensign the Honourable Cospatric Douglas Home from 51st Foot, to be Ensign, vice Burnell. Dated 31st July 1869.

2nd West India Regiment—Captain Jonathan W. Haynes, from the 42nd Foot, to be Captain, vice Cooper, who exchanges. Dated 31st July, 1869.

Medical Department—Surgeon Robert McNab, M.D., from 53rd Foot, to be Staff-Surgeon, vice Staff Surgeon-Major Frederick Douglas, M.D., appointed to the 87th Foot. Dated 31st July, 1869.

Staff-Surgeon Emil Becher, M.D., from half-pay, to be Staff-Surgeon. Dated 31st July, 1869.

BREVET.

Captain Arthur Vincent Dumbleton, 21st Hussars, who has retired on a pension, to have the honorary rank of Major. Dated 15th March, 1869.

Surgeon Major Robert Marshall Allen, who retires upon half-pay, late of 7th Dragoon Guards, to have the honorary rank of Deputy Inspector General of Hospitals. Dated 31st July, 1869.

THE CARLIST RISING IN SPAIN.

Paris, Wednesday, July 28.

The Carlist risings in Spain can have taken no one by surprise. Though public attention has been absorbed in England by the Irish Church question, and in France by the elections, the Paris riots, the changes in the Ministry, the demand for liberal reform in France, and the Emperor's message, yet it was well known that the Duke of Madrid, who has been residing for some time past in Paris, was determined long before he issued his manifesto to the Spanish people, under the form of a letter to his brother Alfonso, to make a bold struggle for the Crown. There was no concealment whatever of his intention ; and months ago there were exposed in shop windows of the Boulevard the old familiar caps worn by the Carlist troops of the Basque Provinces during the Civil War, with the initials of Charles VII., surmounted by the Royal Crown, and sword blades with the words "*Dios, patria, y Rey*" inscribed upon them. People know also that agents had been casting about for money, and that one person whose name is signed to loan contracts is a near connexion of the Emperor of the French. The Duke of Madrid, Don Carlos, is the grandson of the Don Carlos of the Civil War ; he was born, I believe, in Trieste, during the exile of the family after the Convention of Bergara which closed the war in the Basque Provinces. A few days ago he disappeared from his residence in the Rue Chauveau La Garde, not far from the church of the Madeleine. Some said that he had gone to Fontainebleau, others that he had crossed the Spanish frontier, and there was a rumour last week that he had actually entered Pampeluna. This last, however, was absurd. Pampeluna, the capital of an important province, is a fortified town with a considerable garrison, and this should in the first instance be gained over. If he has really penetrated Spain it would in all likelihood be by Guipuscoa or Navarre near Sarre, the last French village in which his granfather entered just 34 years ago. "At the moment we were about to set foot on the Spanish territory," says an enthusiastic follower of the Prince, who accompanied him from London, "an eagle rising up from one of the rocks which surrounded us, soared majestically over our heads and took its flight to Navarre. 'It is good augury,' I said to Don Carlos, remarking that this symbol of victory seemed to have been placed like a sentinel to salute the return of the King of Spain into his states." We do not yet know which point Don Carlos, the younger has entered—if, indeed, he has entered—and whether he has been welcomed by any of the family of the same eagle. The presence of the first armed band in La Mancha may have been to divert the attention of Madrid folks from the frontier. The anniversary of the great patron of Spain, Saint James of Campostella, was chosen for the enterprise, the 25th of July. Whatever may be said about the eagle, it does not augur well that the Carlists should have begun the contest in the place whence Don Quixote issued to do battle to the windmill. The first thing the band, which the (Spanish) Government journals fix at 500, and others describe as far more numerous, is to do is what the Liberators of last year did, and what insurgents now usually do,—namely, to cut the telegraphic wires ; and also, as invariably happens at the outset, the moment the regular troops appear, make a show of fighting, and then disperse. We shall probably soon hear of risings in other parts ; in the mountains of Catalonia and Navarre, and the south. It has been said that Don Carlos has more partisans than people generally supposed in the army. I cannot say to what extent this is true, though it is certain that discontent prevails in it. The Carlist cause will assume a really formidable aspect only when we hear that a few regiments have "pronounced ;" and I doubt much whether recent events are calculated to inspire unbounded confidence in the fidelity of the armed force. That the Spanish Government, with all its pretended security, is moved by these events I gather from the extreme measures it has adopted to crush the movement. Old laws of repression, dating from the reign of Ferdinand, are revived and put in force by men who have themselves been victims of exceptional and cruel measures. The law of April, 1821, with its Draconian provisions, has been again put in force, in spite of the protests of the Republican Minority of the Cortes. Marshal Prim has given up his intended visit to Vichy, and remains at his post, where as may be supposed, he has plenty to do as Minister of War, and Minister of Marine during the absence of Admiral Topete. In Upper Aragon and Catalonia there is much agitation, and a rising is apprehended in various parts of these provinces, to which strong reinforcements have been sent. It is, indeed, not likely that Don Carlos would embark in a manifestly hopeless undertaking ; but the accounts given by his partisans of the resources at his disposal must be greatly exaggerated. That he has funds to defray the first expenses of the rising is certain—some say he has been able to raise nearly half a million sterling in Spain—but it is hardly credible that in the district of Tortosa alone there are now 12,000 men completely armed and equipped, and who in three or four days could occupy the principal point of the province ; that in Cordova there are more than 7,000 in the same condition ; or that, in the whole, Don Carlos can count upon more than 60,000 men who, in detached bodies, in different parts of the country, could occupy the attention of the regular army until a few regiments were seduced, by the means usually employed in Spain, to abandon the Government. It was rumoured a day or two ago that symptoms of insubordination had broken out in the celebrated fortress of Montjouy, which commands Barcelona, but the rumour is most probably quite unfounded. I need hardly insist upon its importance, if true.—*The Times.*

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